

The Hongkong Telegraph

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January 6, 1915. Temperature 6 a.m. 61, 2 p.m. 66
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2812 晚一十二月一十年寅甲

WEDNESDAY, JANUARY 6, 1915.

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TO-DAY'S LATEST WAR TELEGRAMS.

GREAT RUSSIAN VICTORY.

ENTIRE TURKISH ARMY CORPS CAPTURED.

Another Corps Being Hotly Pursued.

ALLIES RESUME PROGRESS IN THE WEST.

[Reuter's Service To The "Telegraph."]

G.O.C. Captured.

Jan. 5, 9 p.m.
A communiqué issued in Petrograd states:—The victory over the Turks is complete. The General Officer Commanding has been captured, and also three Divisional Commanders. We are vigorously pursuing another Corps, which is scattered.

Allies Gain Ground.

Jan. 5, 5.30 p.m.
A Paris communiqué states:—In Belgium, despite the state of the ground, our infantry progressed along the dunes facing Nieupoort. We won, in the region of St. Georges, points covering 200, 300 and 500 metres of ground, carrying houses and trench formations.

Belgian Artillery Active.

The Belgian artillery in several places silenced German batteries. We entirely stopped the enemy's sapping in the region of Notre Dame de Lorette, westward of Lens, thanks to our mortars and grenades.

A Fruitless Effort.

The Germans in the neighbourhood of Lille blew up one of our trenches and seized it, but an immediate counter-attack made us masters of the situation.

Further French Success in Alsace.

Jan. 5, 5.30 p.m.
There has been no infantry action from the Oise to the Vosges. There has been artillery fighting in the regions of Craonne and Rheims.

Our batteries successfully bombarded the enemy's position in the valley of Snippes, as well as the regions of Perthes and Beausjour; and the same occurred in Argonne and on the heights of the Meuse.

We captured in Alsace a village south-eastward of the Col du Bonhomme.

The gains which we obtained on the Thann road have been maintained.

Our heavy artillery two kilometres eastward of Upper Barmhant silenced the enemy.

Entire Turkish Army Corps Captured.

Jan. 5, 5.55 p.m.
Reuter's correspondent at Petrograd reports that a communiqué states:—

We have obtained a decisive victory at Sarykamysh, capturing the entire Turkish Ninth Army Corps. The pursuit continues elsewhere, the Turks in full rout.

French Reports.

(Havas Telegrams.)

Paris, Jan. 4, 8.15 a.m.

French Stocks stand at 72.50. Cannonading was particularly violent on the Aisne and in Champagne. Our batteries re-affirmed their superiority.

We took up several points d'appui in the Perthes and Meuse-les-Hurlas regions, and continued to progress in Le Preire wood.

We carried important heights west of Cernay and repulsed a counter-attack. We took a church in the neighbourhood and also a cemetery at Steinbach.

TO-DAY'S WAR TELEGRAMS.

French Aviators' Latest Work.

An Amsterdam message says:—French aviators dropped bombs on drill grounds at Esterbeck, near Brussels, destroying part of a dirigible shed and killing several soldiers.

A telegram from Nish says:—Our artillery destroyed an enemy aeroplane flying in the direction of Posarevac, the craft falling on the bank of the Danube in Austrian territory.

Violent Cannonading.

(Official Telegrams from French Government, via Peking.)

The 3rd was a calm day from the sea to the Oise. Artillery duels prevailed along a few points at the front.

The French heavy artillery opposite Noulette silenced German batteries. There was violent cannonading on the Aisne and also in the Champagne region, where the French batteries showed their superiority, firing on the enemy's reserves.

In the Cernay and Aspach regions there was violent cannonading, the French artillery silencing a German battery.

[In the event of telegrams arriving too late for insertion on this page they will be found on the Extra.]

EARLIER TELEGRAMS.

Violent Fighting in Alsace.

Jan. 5, 3.30 a.m.
A Paris communiqué says that there has been most violent fighting in Upper Alsace, in the region of Cernay.

The French last night lost, then re-captured, the neighbourhood of the church at Steinbach, and this morning they carried the entire village.

The Frenchmen lost for a short time the German works which they had captured west of Cernay, but the Germans were unable to hold the ground and the position remains in the hands of the Frenchmen.

Russians' Important Captures.

Jan. 5, 3.30 a.m.
A Petrograd communiqué reports that throughout the 3rd inst. there was no important change on the left bank of the Vistula.

Desperate fighting occurred on the night of the 2nd in the Bolimoff region, where the Germans forced one of the Russian trenches, but were immediately dislodged. The Germans abandoned six guns and a number of prisoners.

The Russians have made further progress in Galicia, capturing over one thousand prisoners. The Russians also captured members of the staff and documents of the Austrian column.

Turks Badly Beaten in Transcaucasia.

Jan. 5, 4.30 a.m.
Reuter's correspondent at Petrograd states that the Russians have achieved an important success at Ardahan, in Transcaucasia, completely routing the Turks.

Great Britain and the U. S. Note.

Jan. 5, 4.30 a.m.
Reuter's correspondent at Washington says it is understood that assurances have been given here that Great Britain will not interfere with shipments of copper to Italy, if consigned to reputable firms and shipped in Italian ships. Shipments to Sweden and Norway will also not be interrupted.

The Daily Telegraph's Washington correspondent states that he is reliably informed that Great Britain's reply to President Wilson's Note will be satisfactory. It will promise some concessions, but will deny the right of America to demand others.

House of Lords Meets To-day.

Jan. 5, 6.15 a.m.
The House of Lords will meet on Wednesday for a two days' session, when interesting statements are expected to be made concerning the war.

Christmas with the Fleet.

Jan. 5, 6.15 a.m.
Admiral Sir John Jellicoe, writing to his brother, says: We spent Christmas Day waiting for the Germans, who did not appear, but we managed to find time for Church, although the whole time we were cleared for action and all the men were at the guns.

Four Vessels Sunk by "Kronprinz Wilhelm."

Jan. 5, 7.5 a.m.
The German steamer Otavi has arrived at Lee Palmas, having on board ninety-three sailors belonging to the British steamer Bellevue and three French ships which have been sunk by the German auxiliary cruiser Kronprinz Wilhelm.

[The Bellevue was the property of the "Bellevue" Steamship Co., Ltd., of Glasgow. She was a steel vessel of 2,459 net and 3,814 gross tonnage, being built at Scotstoun in 1896.]

The Kronprinz Wilhelm is a converted cruiser of 11,476 net and 14,908 gross tonnage, built at Stettin in 1901 for the N.D.L. and formerly engaged on the Atlantic run.]

TELEGRAMS

THAMES VALLEY FLOODS.

MAIDENHEAD'S SERIOUS POSITION.

(Reuter's Service To The "Telegraph.")

London, Received Jan. 6.

After the wettest winter on record, the floods in the Thames region have assumed alarming proportions.

An emergency committee has been formed at Maidenhead to consider the serious position of the town, which is threatened with the collapse of a dam.

EARL KITCHENER ON THE WAR.

Failure of German Boats.

Earl Kitchener in an important speech in the House of Lords reviewed the progress of the war, dealing with the failure of all the German efforts and the splendid resistance of our troops to the immensely greater forces of the enemy. He paid a tribute to the high fighting qualities of the French troops, and to the pluck of the Belgian Army led in the field by their King, "who, though hard pressed, has never left Belgian territory and does not intend to."

The British troops were in the best of spirits and confident of success under their leader. The results numbered about 30,000 a week, but there was a need and ample room for more men.

Referring to the Russian victory he said that the German losses were heavier than they ever sustained before.

Earl Kitchener said: Since I last addressed your lordships on the general military situation there have been very important changes in the scene and scope of the operations on the Continent, and at the risk of repeating what is already common knowledge I think it may not be undesirable if I briefly allude to some of the salient features of the campaign since early in October.

In France the German Army was then attempting an outflanking movement to the north of the French lines and our troops were being transferred to the left flank of the French forces in order to prevent the enemy from pushing west and thus threatening Dunkirk and Calais. The Germans were also besieging Antwerp and, owing to the overwhelming superiority of their heavy artillery, it soon became manifest that the comparatively out-of-date fortifications of Antwerp would not be able to resist much longer, and though the fall of the town was delayed and the gallant Belgian garrison was safely removed by British efforts, Antwerp was occupied by the Germans on October 9.

With their flank and rear thus secured, the German forces were pushed rapidly forward in considerable strength, their objective being to capture the northern coasts of France. But the delay which had been caused in the release of the besieging forces in front of Antwerp just gave time for Sir John French, by a bold forward movement and by taking up an extended position from La Bassée to Dixmude, to meet this German movement and prevent the Germans from obtaining their objective.

At this period Sir John French's force was increased by an infantry and a cavalry division from England. Very severe fighting took

place for several days, as the Germans, in considerably superior forces, vigorously attacked our left line of defence. As an instance I may state that our cavalry divisions, extended for seven miles of front in trenches, threw back the fierce attacks of a whole German army corps for more than two days. (Cheers.)

The arrival of the Indian divisions on the scene was of great assistance to Sir John French, and, with French reinforcements pushed up to the front, the Germans gradually realised that their public boast to advance to Calais resembled closely their statement with regard to Paris. During all this time the long line from Lille to Verdun was maintained intact by our French Allies against constant attacks from the German forces. The French Army have shown the greatest tenacity and endurance and have displayed the highest fighting qualities in thus defending their positions against any advance of the Germans. For although they have made notable advances at various points, they have never yielded up a yard of their country since I last addressed your lordships. (Cheers.)

On our left the gallant Belgian Army held the line from Dixmude to the sea and fought with their well-known pluck, throwing back vigorous and incessant attacks on their positions. Their fine resistance was supported with energy by the co-operation of our Fleet.

Sir John French's successful resistance to the German advance was maintained notwithstanding German supplies being pushed up in large numbers. At this time no fewer than eleven army corps were attacking his position. At this critical period the 8th Division was despatched to join our forces in the field, and the valuable co-operation of General Foch's armies on our left materially strengthened the British position. On November 11 a supreme effort was made by the Germans, the Prussian Guard being ordered to force its way through our lines at all costs and to carry them by sheer weight of numbers. But this desperate attempt failed, as had failed its predecessors.

General Joffre having sent up strong reinforcements, a considerable portion of the British trenches in front of Ypres was taken over by them, and the British front being thus appreciably shortened, our troops—who for over fourteen days and nights had never left the trenches and never allowed the enemy to sustain a footing in them—have been enabled to enjoy a partial but most certainly well-earned rest. (Cheers.)

Several battalions of Territorial troops have joined Sir John French's forces and have made their presence felt. Our losses naturally have been very heavy during such strenuous fighting, but they are slight in comparison with those inflicted on the enemy. Reinforcements have replaced our casualties, and the troops under Sir John French are now refitted, in the best of spirits, and confident of success under their leader. —Daily Mail.

Commission for Football Director.

Mr. Percy Bates, the well-known Aston Villa director, has been gazetted captain in the Warwickshire Regiment. Captain Bates was for many years senior captain of the 1st Shropshire and 8th Buffs shire Volunteer Artillery. He is an excellent shot, and won the colonel's trophy for swordman-ship three years in succession. He possesses many cups and souvenirs won in the service. He is also a successful big game shot.

TELEGRAMS.

NEWS FOR BUSY MEN.

CONDENSED.

In several places the Belgian artillery has silenced German batteries.

Gains obtained by the French on the Thann road have been maintained.

The French have captured, in Alsace, a village to the south-east of the Col du Bonhomme.

Maidenhead is threatened with the collapse of a dam, owing to record floods on the Thames.

There has been violent fighting in Upper Alsace, which has turned to the advantage of the French.

Sir John Jellicoe says the Fleet spent Christmas Day waiting for the Germans, who did not appear.

In addition to capturing one Turkish Army Corps, the Russians are pursuing another which is scattered.

It is understood that Great Britain's reply to the American Note will be of a satisfactory character.

In the region of St. Georges the Allies have won different points covering 200, 300 and 500 metres of ground.

From Washington it is reported that shipments of copper to Sweden and Norway will not be interrupted by Great Britain.

At Sarykamysh the Russians have captured the entire Turkish Ninth Army Corps, the General Commanding and three Divisional Commanders.

The Germans blew up a trench in the neighbourhood of Lille and seized it, but an immediate counter-attack made the Allies masters of the situation.

It is understood in Washington that Great Britain will not interfere with shipments of copper to Italy, if consigned to reputable firms in Italian ships.

NEWS.

Interesting war items appear to-day.

Further notes on the crisis appear on page 4.

The latest Langkat output reported is given elsewhere.

The Hongkong Football League tables appear in this issue.

Interesting news items from our Canton correspondent appear to-day.

General news and an article on "Germany and her Petrol Supplies" appear on page 3.

A serious fire broke out on board the sailing ship Drumaltan in the harbour early this morning.

"Our Contemporaries" appears on page 2, share report on page 9 and log book on page 6.

DON'T FORGET.

TO-DAY.

Bijou Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.

TO-MORROW.

Bijou Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.
Friday, January 8.

Sale of China, Curios etc., G.P. Lammet's Sales Room—2.30 p.m.

Saturday, January 9.

Sale of China, Curios etc., G.P. Lammet's Sales Room—2.30 p.m.

Sunday, January 10.

Field Day for Volunteers and Reserves.

Monday, January 11.

Organ Recital—5.30 p.m.
Saturday, January 30.
(Orchestra, B.K. University)

NOTICES

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Hongkong, June 11th, 1913.

LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years. He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write c/o "Hongkong Telegraph" office or direct to No. 14, Graham Street, 1st floor.

Hongkong, 29th Jan., 1912.

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Hongkong, 3rd October, 1912.

NOTICES

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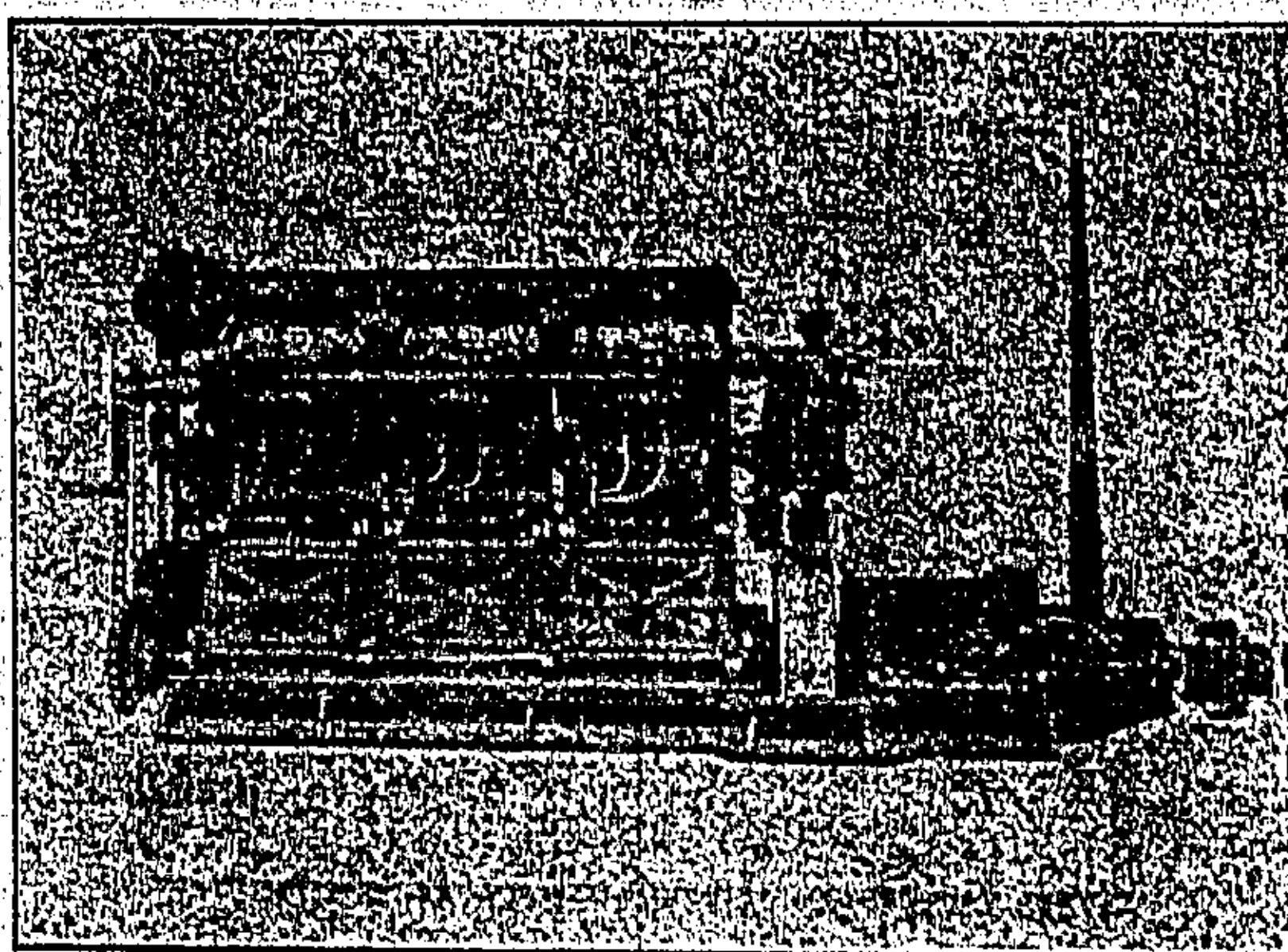
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South China Morning Post.

The Moral Force.

What other nation would have stood by and allowed themselves to be deprived of a national luxury if at this time they were not moved to the depths by the titanic nature of the struggle and the feeling that they were fighting for a just cause? The price for militarism now being exacted from Germany is the heaviest any civilized nation has ever been called upon to pay, heavier in a few months than Napoleon exacted in as many years. The German must soon begin to count the cost. The force which animated him to fight during the first month is slowly vanishing. During those first few weeks the life of the German soldier was spent in the prodigal fashion associated with the name of Gravelotte; but definite results were obtained—towns were captured and miles of country were covered. But now the mighty German Army is held, and the war as developed is but a sanguinary scramble in a colonial slaughter house, with the Allies in the role of the butcher.

Daily Press.

Religion and Politics in China.

While the Revolution was in progress and for some time after the overthrow of the Monarchy, many people having a more or less profound knowledge of the Chinese people and the literature and philosophy by which the character of the nation has been moulded, predicted that Republican Government in China would be short-lived because it was so entirely at variance with the popular view which obtains in China of the fundamental principles on which States should be governed. No man elected to be President of the Republic for the time being, it was said, could ever take the place of the "Son of Heaven" in the confidence and regard of the people of China. It was almost inconceivable that the people of China would be satisfied for long to have as the Head of the State one who was not of the semi-divine race of Kings. In the ancient days only the Emperor was deemed fit to worship Heaven, as he alone was the Son of Heaven; hence the rule that "Emperor worships Heaven, feudal lords worship hills and streams, high officials worship tribe gods, and commoners worship ancestors." Confucius describes the evolution of the social and political organization in these terms: "Heaven and earth existing, all things got their existence. All things having existence, afterwards there came male and female."

China Mail.

British Red-Cross Trains.

Ever since the beginning of the war, the organization of the British forces has been a remarkable success and a complete surprise to most people who talk much and know little of what British "muddling through" really means. The British are in no way theorists, at least they do not allow theories to stand in the way of the most practical steps being adopted. The British, more than any other nation, are thoroughly practical, with just a spice of a love for the romantic or the sentimental—bequeathed from Norman ancestors—to cause them to do some astonishing things in the midst of their thoroughly practical performances. In nothing more than in the complete and active co-operation of the British railways with the military authorities has this been shown. This co-operation, we learn, has among other things brought about an alteration of passenger equipment for hospital service and for furnishing facilities for carrying the wounded from Channel ports to hospitals at interior points. It has been arranged, we are told by F. C. Coleman, writing in *The Railway Review* (Chicago, November 7) that each of the chief British railway companies shall provide a certain number of special trains for this purpose, and he describes and illustrates, in his article, the accommodation prepared, under this arrangement, by the Great Eastern Railway.

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GENERAL NEWS.

Black List a Dead Letter.
The black list which was instituted several years ago by Act of Parliament with the object of preventing those who had been convicted of drunkenness three times within twelve months from being served with drink in public houses, was admitted at the Marylebone Police Court recently to be practically a dead letter. Before the court was a notorious inebriate, and, having dealt with her, the magistrate enquired if the police still kept a black list. Inspector Carter replied that they did, and said they still distributed the photographs among the publicans, but the black list was practically a dead letter. The magistrate (Mr. Paul Taylor) said that he supposed that the publicans could not identify the people. Inspector Carter said that was so, as there were so many of them.

The Transit of Mercury.
Philadelphia, Nov. 8. — The transit of Mercury or the appearance of the smallest solar planet as it swings in its orbit between the earth and the sun, was observed yesterday in the two largest Philadelphia observatories and by hundreds of private watchers throughout the city. Both Prof. Eric Doolittle, of the University of Pennsylvania, and Prof. Monroe B. Snyder, of the Central High School, kept big telescopes trained on Mercury as it crossed the sun's disc from sunrise to 9.07 a.m. The last time the phenomenon was visible in this city was in 1907. It will not occur again until 1924. The chief value to astronomers who make observations of the transit is to assist in determining whether Mercury has an atmosphere. According to Professor Snyder, this could not be settled by yesterday's indications. Clear weather prevailed throughout the crossing period of the planets, but hazy terrestrial conditions obscured the vision of astronomers in the city when the planet finally parted from the edge of the sun.

The Transport of Milk.
Recent events have attracted much public attention to the dangers and difficulties which beset the conveyance of milk from the farm to the consumer. There is no doubt that the almost universal practice of employing cans or churns of tinned metal of large capacity is open to numerous objections, and that a liquid so liable as milk is to germ-contamination needs far more care in handling than it has hitherto received. A recent writer on cold-transportation systems suggests that a proportion, at any rate, of all the milk should be frozen, before leaving the farm, into solid blocks of dimensions easily handled, and should be packed into tin-lined, insulated vessels for conveyance by rail. It is not necessary that more than one-third part of the milk should be actually frozen, for it is pointed out that if all the milk is first pasteurized and cooled to a temperature of 4 deg. C., the frozen blocks, representing one-third of the entire weight, will suffice to keep the remainder when poured over them without injury. The special vessels in which it is carried will then serve to preserve the milk for a fortnight and more wholly unchanged.

American Magnate Convicted.
New York, Nov. 24. — Mr. Henry Siegel, one of the proprietors of the Chain Department Stores and a private banker, has been convicted of misdemeanor in obtaining credit on false financial statements, and has been sentenced to ten months' imprisonment and to pay a fine of one thousand dollars. The sentence of imprisonment is withheld pending the convicted man's efforts at restitution, and he has been released on bail.

Marriage of Former Straits Colonist's Daughter.
Home papers announce the marriage of Mr. James Chapman Anderson, M.A., barrister-at-law, retired Bengal Civil Service, of Aikenhead, Blairgowrie, Perthshire, and 2, Portman Mansions, W., to Dolores, Augusta (Lola), elder daughter of the late Lieutenant-Colonel L. R. Dowdall, Royal Dublin Fusiliers, and A. P. D., and Mrs. Dowdall, of Maltese mansions, Kensington. Lt.-Col. Dowdall, for about three years, was in charge of the Army Pay Department, Straits Settlements.

NOTICE

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GERMANY AND HER PETROL SUPPLIES.

The Consignments by Way of Neutral Ports.

The following article by Albert Liddett appears in the *Autocar* of November 14:—

"The enormous amount of interest which is now being centred in the question of Germany and her petrol supplies is evidenced in a most marked degree by the lavish publicity which has been accorded my recent article in the *Autocar*, for they have been most extensively quoted not only at home, but also on the Continent and in America. It was not my intention again to refer to this interesting question for some time to come, but the criticism which is hurled against me in the last issue by Mr. Erik Hildeheim, of Copenhagen, makes a further somewhat lengthy reference to the matter absolutely necessary.

Throughout my several articles I have contented myself with quoting facts and figures—all of which have been official—for experience has taught me that, inasmuch as there are always two sides to all questions, the easier plan is to put one's case forward as clearly as possible, leaving it to the reader to form his own conclusions from the facts adduced. The desire to limit myself as far as practicable to the quotation of statistics in the present instance was materially strengthened by the knowledge of the fact that the obvious and only conclusion that could be drawn was that certain North-west European nations were breaking the laws of strict neutrality. Such a back-door policy—if it be occurring—must, of course, meet with the strong disapproval of all who delight in fair-play, and it must, therefore, be consoling for us to hear from Mr. Hildeheim that, in the case of Denmark at all events, "such a contingency is not likely to occur."

I regret, however, that I cannot congratulate Mr. Erik Hildeheim upon his knowledge of actual facts, for his criticism has shown—as I will shortly point out—that in his attempt to contradict my statements he has had to resort to the purely imaginative. His concluding quotation, therefore—*Errare humanum sed in errorem perseverare turpe est*—falls wide of the mark, and so, even at the risk of being accused by him of being base, I shall corroborate my previous contentions, and, at the same time, make it clear that his statements are open to material correction.

No Shortage of Tankers.
A few general remarks upon his "criticism" may suffice to show its garbled character. His excuse for barrelling shipments of motor spirit going into Denmark in such large quantities just after the commencement of the present war is that there was a shortage of oil tankers in American ports, and that the Galician supplies were stopped. What the closure of the Galician fields has to do either with Denmark or with the shortage of oil tankers is not thoroughly explained

by Mr. Hildeheim. As a matter of fact, Denmark does not import Galician petroleum products, nor do oil tankers play the slightest part in connection with the oil export trade of Galicia, and why your correspondent should have even referred to that oil producing country is somewhat mysterious. Upon the point of the lack of available oil tankers in America, Mr. Hildeheim is misinformed. They can be chartered quite as easily as the ordinary tramp steamer, and I, personally, know of several vessels which have been chartered during the past three months, at rates lower than those prevailing before the war. However, *errare humanum*.

Again, "in order to prevent misunderstanding," let me make it clear that barrelling oil transport does not require ten times as much tonnage as bulk oil transport: let Mr. Hildeheim out his calculation through by five and then he will be fairly near fact. Then there is the slight error he makes in computing the measurements of barrelled oil. He takes ten barrels to the ton—a reckoning quite in accordance with other statements he makes, and quite as incorrect. Throughout the world—including, of course, Denmark—barrelled petroleum products are taken at seven American barrels to the ton.

With these general remarks, I will proceed to the main question at issue, namely, the probability that Germany is receiving her motor spirit supplies via neutral ports. The details regarding the various shipments made to North-west European countries since the war commenced, and which have been given by me in former articles, still remain absolute fact, in spite of Mr. Hildeheim's would-be corrections. The statement of the shortage of motor spirit in Denmark must be taken *cum grano salis*, for prior to the declaration of war, Copenhagen alone had received this year from one port in the United States—New York—considerably over thirty times the amount of motor spirit that was shipped from that port up to the corresponding time last year, while she had also received one and a half million gallons of gas oil from New York, though there were no shipments for the corresponding period of 1913.

Seeing that my figures as to the cargoes of the *Glitra* and the *Aquila* are questioned by Mr. Hildeheim, I would repeat that the bills of lading of these respective boats showed that the former vessel carried 11,088 barrels of refined oil and motor spirit, and the latter vessel 11,088 barrels. Mr. Hildeheim may be sincere when he says that the King Haakon is still laid up in the harbour of Copenhagen, but here again I would remind him that "to err is human." As a plain statement of fact, the Danish vessel King Haakon sailed from New York on October 8th this year, with a cargo of 9,344 barrels and almost half a million gallons of refined oils on board, bound, as I have already stated, for "Scandinavian ports." The fact that the vessel now lies in the placid waters of Copenhagen harbour has, as Gilbert and

(Continued on page 5.)

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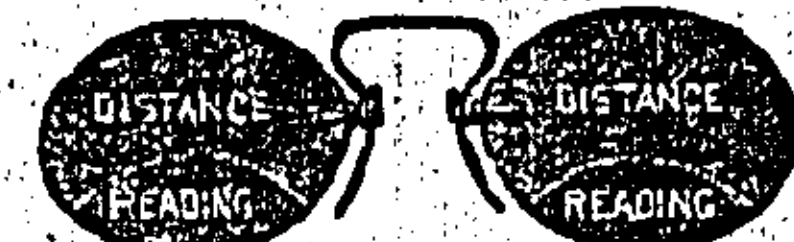
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W. B. ELWES, Superintendent, Hongkong, Dec. 31st, 1914.

Great Northern Telegraph Company, Ltd.

Bouman, Hongkong Hotel, Shanghai.
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Tanshinuatt, Kobe.

R. BLAOK, Superintendent, Hongkong, Dec. 18th, 1914.

American Bluejackets Lost in Court.

New York, Nov. 7.—The case against the management of the Columbia Theatre, a local baroque house, for having refused admittance to four bluejackets in uniform, came up in the chief magistrate's court to day, and was dismissed because the prosecution could not prove that the men were discriminated against on account of their uniforms. The management alleged that two of the sailors were intoxicated and were not in a proper condition to enter the theatre. Several witnesses, however, testified they were absolutely sober. Lieutenant Henry G. Shennard, U.S.N., appeared at the hearing as the special representative of the Navy Department.

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YOUR NAVY AS A FIGHTING MACHINE, By Jane	80	BRITAIN'S DUTY TO-DAY, by Lyttelton	30
AIRCRAFT IN THE GERMAN WAR, by Boist	30	HOW THE WAR CAME ABOUT, by Holland Rose	30
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THE LAST OF THE RUNS, by	80	MANUAL OF DISEASES OF THE EYE, by Macleod	2.50
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HONGKONG, WEDNESDAY, JANUARY 6, 1915.

BRITISH SHIPPING SUPREMACY.

According to recent reports from shipping circles at Home, the war has brought unexpected good fortune to British shipowners. At first they were rather chary about sending their ships to sea, but when the risks were reduced to a minimum they came forward readily, and now they find shippers eager to secure freight-room at rates which a few months ago seemed past hoping for. It must not be overlooked, of course, that the Government has called for a great many vessels for the transport of troops and stores, and as all the great mercantile fleet of Germany has either been captured or driven to seek refuge, it has long been made evident that the supply of boats for trade purposes is no longer adequate. One result is that pleasure steamers, which are usually laid up in the winter, have been engaged in cross-channel trade, much to the advantage of owners, while shipbuilders have also derived great benefit from the orders which are coming in for new cargo steamers, to say nothing of the additional work provided by the acceleration of naval construction, which has meant that many of the yards are just now working at top pressure on warships.

In fact, it may be said that British shipping wears a wonderfully prosperous aspect at the moment, whereas the German mercantile flag is nowhere to be seen on the high seas. In this respect some figures which were issued by the Board of Trade at the end of November show what command of the sea means to us and also illustrate the extent and value of the economic pressure which is being exerted on the enemy. When the war began, we had 10,123 steamers of 100 tons gross register or more, the total tonnage being 20,134,780. After three months of war we had lost 49 ships by capture and Germany 80; we had 76 detained in German ports, while the Germans had 106 detained in British and Allied ports. More than that, Germany had 329 vessels detained in her ports, while we had none held up in ours; we had 71 held up in the Baltic or the Black Sea, while the Germans had 646 in refuge in neutral ports. Best of all, we had 9,908 which could still sail the seas, whereas the Germans were then known to have only ten at large. Our percentage in captured or detained vessels was a mere bagatelle of 1.9, whereas the Germans was known to be not less than 58.44.

These figures indicate in a striking manner the preservation of our sea supremacy and the crippling of Germany's mercantile fleet. We continue to carry much of the world's merchandise over the ocean while German boats are nowhere in evidence. What this means from the economic standpoint is too obvious to need enlarging upon, and for this happy state of things we have, of course, to thank the vigilance of a great and efficient Navy.

"Squeeze Pidge."

Another case of extortionate charging by a compadore has been brought to our notice by a reader, who says that on sending to a shop in Kowloon for a bottle of sauce, which can be procured from any of the big stores in Hongkong for 50 cents, she was politely informed that 65 cents would be required from her before it could be handed over the counter. This is making hay while the sun shines with a vengeance. Our advice to shoppers who are "squeezed" in this way is to make the full facts known to the Food Committee, who will doubtless prosecute if the case is clear, as this one seems to be. At the same time, we would again urge that the Committee should delegate some one or more of its members to make occasional surprise visits to these Chinese shops.

"Too Rich; too Luxurious."

Sir Henry May, in his speech at a missionary meeting, reported in our issue of yesterday, remarked on the fact that England has, in past times, stood badly in need of a "shaking up." "The country," said His Excellency, "had become too rich, too luxurious, and it would lead to disaster if something did not happen to teach us a lesson." In using these expressions the Governor was quoting what he had said twelve months ago; and how near that shaking up was, none of us could then have said. True enough it is that it was high time we received the salutary lesson which Fate then had in store for us. The framers of the Litany certainly displayed a more than common understanding of human nature and of the ways of the world when they elected to bracket in the same clause, "In all time of our tribulation" and "In all time of our wealth." One's own experience of life tells one that often the man who can stand up and make a bold fight against adversity, and can win in the end, is the very man who will go all to pieces in the face of a run of prosperity.

History's Warning.

History tells us the same thing about nations. Rome, as a poor and struggling republic, could gradually win control over the pre-Christian world; while Rome the wealthy empire grew soft and lackadaisical and effeminate, and then dwindled ingloriously, sapped and stifled by her riches and her sense of superiority. That the same danger had thrown out more than one threat to the great British Empire, no sensible man would think of denying. The Britisher was beginning to loll back in his easy-chair and to say "I have accomplished" where it would better have become him to say "I must go on keeping my own end up." It is almost against nature that the thoroughly prosperous man should listen to suggestions that he may possibly yet end in the workhouse; and Britishers must now needs own, whether it suits their pride or not, that the warnings from history and from individual lives have been thrown away, and that nothing short of the present upheaval of things was calculated to bring them to their senses and to kill the dangerous growth of luxury, easy-goingness and undue frivolity that marked the end of the nineteenth century and the beginning of the twentieth.

Leper from Singapore. We reported on Monday that, of a batch of deportees handed over to this Colony by the Straits Government for transshipment to China, over forty members were found, on arrival, to be suffering from leprosy. Surely the disease—if it actually be leprosy—was not contracted on board the ship that brought these more than ordinarily undesirable folk to Hongkong. Such a malady is not developed in half an hour. Then what were our friends in Singapore thinking about to allow this number of afflicted persons to go on board, with a view to landing here, without (as it is alleged) warning either the shippers or the Colonial Government? We have always been under the impression that emigrants from Singapore were medically examined before leaving the port. This can hardly have been the case where these forty unfortunate are concerned, for the disease in question is not one about which a doctor can remain long in doubt. Further enlightenment on this subject will, we are sure, be welcomed by our readers.

DAY BY DAY.TO BEAR IS TO CONQUER OUR
FATE.—Campbell.**The Weather.**

Lower level 8 a.m. Temp. 60; fine.
At the Peak 8 a.m. Temp. 52; fine.

The Mails.

Canadian and U. K. Mail—Closed per s.s. Canada Maru to-day at 1 p.m.
Siberian Mail—Closes per s.s. Yingchow to-morrow at 3 p.m.

Count the Columns.

Yesterday the *Telegraph* published 35 columns of solid reading matter. To-day there will be 36 published.

The Dollar.

The rate of the dollar on demand to-day is 1s 9.1-10d.

Costly Experience.

The experience of trying to smuggle a revolver and 300 rounds of ammunition into the Colony, cost a Chinese \$350, by Mr. Wood's ruling, at the Police Court, this morning.

Knocked off their Winnings.

Nineteen Chinese were having a delightful little gamble in 58, Third Street, when a Chinese detective and his troop dropped in. At the Police Court, this morning, the fortune-hunters had \$1 each docked from their winnings.

"Nations and Their Rulers."

At this evening's meeting at the City Hall, in connection with the Week of Prayer, Mr. E. T. Williams will speak on "Nations and their Rulers." The Rev. C. F. Cooper-Hunt (Army Chaplain) will preside, and, while the meeting will be open to all ladies and gentlemen in the Colony, it is specially intended for Service men.

KUNG YIK COTTON CO.**Recommendations of the Directors.**

From Shanghai papers we observe that Messrs. Jardine, Matheson & Co., Ltd., General Managers of the Kung Yik Cotton Spinning and Weaving Company, Limited, have informed the Press that at a meeting of the Consulting Committee of the Company, last week, it was decided that the shareholders should be recommended to appropriate the balance at credit of Profit and Loss Account on 30th November, 1914, of Tls. 159,313.43, as follows:—

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To pay a dividend of Tls. 1.20 per share on 75,000 Shares...	90,000.00
To write off Buildings	12,000.00
To write off Plant and Machinery	30,000.00
To write off Furniture	100.00
To write off Motor Car	146.53
To place to Equalisation of Dividend Account	20,000.00
To pay a Bonus to Staff at Mill	1,700.00
To carry forward to new account	5,366.90
Tls. ...	159,313.43

LANGKAT OUTPUT.

Messrs. Wright and Hornby advise us that the Langkat output from December 21 to 27 is as follows:—

Dec.	Tons	175
" 21	"	184
" 22	"	174
" 23	"	186
" 24	"	194
" 25	"	195
" 26	"	230
" 27	"	

NOTES ON THE CRISIS.**RUSSIA'S THREE-FOLD VICTORY.**

The German Fleet Which Won't Come Out.

There can be no mistaking the fact that the Russians have now got into their stride with a vengeance. They have absolutely routed the spirit-broken Austrians, are giving the Germans something to think about, and are playing havoc with the Turkish hordes. Much has been made by her enemies of the fact that Russia has countless numbers behind her, but while it is so that she can field more men than any of the other nations engaged in the great struggle, it must not be overlooked that she has in hand the biggest task of any. On land she is fighting three nations over territory immense in extent, and, what is more, she is fighting them successfully, too. To-day's wires show the extent of Russia's triumph over the Kaiser's ally: she has captured an entire Army Corps, the General Officer Commanding and three Divisional Commanders, while she is vigorously pursuing another Corps, which is scattering before the advance of the Czar's forces. This is a terrible smack for Turkey, and, incidentally, for Germany also, since it is common knowledge that the Turkish Army is officered by Germans. Turkey may well be sorry that she ever responded to the selfish overtures of the wily Kaiser.

In the West.

In the western theatre Germany is getting small change out of her foolish method of flinging troops against the solid wall formed by the Allied forces. When she has won a "victory," that is to say when she has temporarily driven the Allies out of a position, she has had to pay an enormous price, and she then finds that the wall of stubborn fighting men is bent, not broken. And it often happens that what appears to be a victory is only a prelude to disaster. It is satisfactory to see that the Belgian artillery is proving too much for the German batteries, while another fact not to be lost sight of is that the French are, step by step, clearing the enemy out of Alsace, and are proceeding most systematically in carrying out the task. There is every reason to-day to be quite satisfied with the general trend of events in the west.

Weary Waiting.

We sympathize with Admiral Sir John Jellicoe very sincerely in the unfortunate Christmas he has had to spend. From his communication to his brother it appears that a lonely vigil was kept during the festive time for the great bidding fleet to make a tactical change, but this was not to be, even at Christmas-time. In all probability the Kaiser was receiving instruction in the principles of Christian charity and could not get back to the fleet in time, and, without the new "Messiah" to lead the skulking craft, there was just the chance of demolition by the greedy giant Jellicoe. How sick the people must be of this toyland Navy, how ridiculous they must realise they are in the eyes of the world before which they have always endeavoured to appear so commercially expert and superior. For six months now they have been cooped up under the blanketing batteries of the shore, and if this is all that a Navy can effect, it is just as well to do without such a luxury. Our Admiral might well be a little depressed at the foe not making some effort to execute the purpose for which a Navy is meant, and the disappointment must be all the more keen to Sir John when he sees how fit and willing his own boys are to render to England an account of their stewardship. It reads like a cinematograph picture in so far as there would be no story if the leading characters subsided in the first act, so would there be little more war once the German Navy came out and played its part. But we think the German who, out of his well-grated earnings, has had to contribute to the cinema, will very soon tire of the one picture.

SAILING SHIP AFIRE.**NOVEL SCENE IN THE HARBOUR.**Narrow Escape of the *Drumeltan*.

But for the failure of tugs to arrive in time yesterday afternoon to take him out of port, Capt. Watt, of the s.s. *Drumeltan*, would have been in the unfortunate predicament of having to fight a fire some miles out at sea. The *Drumeltan*, which has been in harbour for some months, cleared yesterday with a general cargo from Canton, of matting, cassia, furniture etc., for New York, and was to have sailed in the afternoon. Tugs which were required to assist the ship did not arrive in time and the captain decided to stay the night in the harbour, and accordingly anchored in Kowloon Bay.

The first intimation that anything was wrong came about four o'clock this morning, and shortly afterwards, the crew having done all that they could with buckets etc., without avail, the alarm was given by means of rockets and blue fire. According to those on board the ship, the answer did not come to them as quickly as they would have liked, but there is little doubt that the Fire Brigade responded with the utmost promptitude. They arrived shortly before seven, having been turned out about ten minutes after six.

Investigation proved that the cargo in the fore part of the ship was burning, and it would seem that the fire was caused by spontaneous combustion. The forward hatch was removed and in a very short time large quantities of water were being poured into the ship through hoses from the two Government floats. From the arrival of the brigade onwards the fire was fought as well as was possible through this one hatch. Dense volumes of smoke poured out of the vessel through the hatch and the forward ventilators, and when the man-hole near the pumps amidships was uncovered a thin wisp of smoke showed that the whole of the hold was filled with smoke.

When the *Telegraph* representative arrived on the scene, the fire was fierce enough to make the iron plates of the ship, forward, red-hot, and from their surfaces the boiling seawater yielded up a very perceptible amount of steam. To prevent what little breeze there was assisting the conflagration, the *Drumeltan* was anchored forward, and a steel cable carried from the stern to the tug *Atlas* enabled that craft to keep the boat pointing north and south. In the meantime more assistance had arrived than could be used. A large party of bluejackets from the various naval units were already on board under the command of Commander Sansman, another party of American sailors in two longboats waited alongside to give further help if necessary, while the Comet, one of the Standard Oil Company's launches, came alongside with offers of further hose and water if necessary.

At 10.40 a.m. an attempt was made to introduce a suction hose through the man-hole amidships, and, after considerable difficulty, this was done; not without some risk, however, for a member of the *Drumeltan*'s crew went down to clear the way for the hose and came up suffering badly from the effects of the fumes, the strong aromatic smell of which did not tend to the comfort of anyone on board, and made work below positively dangerous. A bluejacket, however, made ready to go down with a smoke-helmet on. The helmet was fixed and the man was lowered, but hardly a minute elapsed before he had to be pulled up; he had lost a tube which led from the supply of air to his mouth and he was pulled up in a fainting condition. The suction hose, however, was eventually lowered into the hold and the removal of some of the large amount of water which had been pumped in was commenced.

It was eventually decided to handle the whole of the cargo in the ship and to tow the *Drumeltan* to the wall at Taikoo Dock, where the cargo was removed with the

INDIAN BELIEF.**TAKING AN OATH ON THE KORAN.**

A Case with an Interesting Sequel.

There is a very interesting situation among the Indians in Hongkong which received its genesis in an oath taken on the Koran in the Summary Court of Hongkong on Monday last. The case is probably still fresh in the minds of our readers, but it might be mentioned again. It was stated that an Indian, a Sergeant Major in the Hongkong Police Force, had received money and a bangle from another Indian. The bangle was for his wife who was in India and whom he was about to visit. It was given in evidence that the wife was not as loyal to her husband as he would have her be, and she took it into her head to leave him. In doing so, however, she could not wean herself from the fascinations of the piece of jewellery, and at the same time she proved her right by might to other articles of personal property of her husband's. This was the story he was alleged to have told on his return to Hongkong, and he tendered it as an excuse for not promptly paying the amount due. The debt was denied by the defendant, but so convinced was the plaintiff of the justice of his claim, and so faithful was he to his religion, that he suggested, through his lawyer, a way of settling the matter which would give him eminent satisfaction. He said he would be satisfied to have the judgment go against him if the defendant swore on the Koran that he did not owe the money. This the defendant elected to do, and the sacred book was brought into Court in many wrappers of different hues. It was carefully unfolded by the interpreter, handed to the witness, and the oath was solemnly and unflatteringly taken. The solicitor for the plaintiff then intimated that that satisfied his client, and he was prepared to accept judgment with costs against him.

Now, according to Indian gossip in town, a curious situation has arisen. The defendant in the action is said to have been taken ill last night and has been removed to the hospital, and developments are awaited. Many of the Indians are of the opinion that the oath should have been taken in the Mosque, and that it is not a very wise thing to use the Koran, except in extreme cases, for worldly purposes.

object of getting at the fire itself. The amount of damage at present is unknown and cannot be computed until the centre of the fire is arrived at and quenched.

This is the second great event in the history of the *Drumeltan*. She was built in 1883 at Greenock by the firm of Russell and Co. Some eighteen or nineteen years ago she was wrecked on this coast, further north, while owned by Chinese merchants. She was subsequently purchased by the present owners, refitted and given a class at Lloyd's. She had a full cargo on board and was expected to have arrived in New York about April next.

A special word of commendation is due to the Fire Brigade for the way in which they handled a most difficult job. Under the direction of Commander Beekwith and Station-Superintendent Lane, the men did fine work, many of them on empty stomachs. A word of praise is also due to the bluejackets, who proved of great help in fitting the suction pipe and getting down to the hold.

It would appear that one of the difficulties in fighting the conflagration was the fact that the ship was not provided with hulkheads, the absence of which prevented the seat of the fire being completely flooded.

The *Drumeltan* is owned by the Standard Oil Company and her tonnage is 1,600 gross.

The cargo of the *Drumeltan* consisted of:—Cassia, 15,500 packages; Java-sticks, 2,250; ginger, 1,780; soy, 100; straw oniffs, 250; matting, 5,110; palm leaf fans, 2,100; and split bamboo, 800; total 27,950 packages. The consignees are principally Canton firms and the freight amounts to a little over \$8,000.

CANTON NEWS.

Interesting Items Concerning
Canton Activities.

(From Our Own Correspondent.)
Canton, January 4.
Laying Corner Stone of Y.M.C.A.
Building.

The progress of the Canton Y.M.C.A. since its inception a few years ago has been very flattering. The lack of a suitable building has, however, hampered the activities of the Association to a marked degree and it has long been seen that really satisfactory work can never be done till a new and convenient building is available. In the first year of the Chinese Republic a fund of \$60,000 was raised to buy the site for a new building and \$16,000 (gold) was subscribed for building purposes by the Association in America. For some time, work has been in active progress on the foundation and on New Year's Day at eleven o'clock in the forenoon the corner stone was laid with appropriate ceremonies.

The Chairman was Mr. Lau Kok-choi, Y.M.C.A. President, and among the distinguished visitors present were the British and American Consuls, a representative of Civil Governor Li and Military Governor Lung, representatives of all the Guilds, besides members of the Association and subscribers. Addresses of congratulation were made by the Consuls, the representatives of the Governor, the President of the Y.M.C.A., etc. A spirit of harmony and goodwill prevailed throughout the meeting and the enthusiasm displayed by the friends and members betokens nothing but success to the Association.

American Lady Physician to
Visit Canton.

A few days ago the Civil Governor received an official letter from the Board of Foreign Affairs requesting a pass for an American lady doctor who wishes to visit Canton. The request was preferred by the American Ambassador at Peking. The lady's name is given as Dr. Lee Tak-on, and attention is called to the necessity of insuring adequate protection for her upon her arrival. As soon as he received the communication, Governor Li detailed both soldiers and policemen for the purpose.

Private Issue of Bank Notes
Forbidden.

Some time ago \$5,000 worth of unissued bank notes were found on board the s.s. Kwang Si and sent by the Commissioner of Customs, Mr. May, to the office of the Civil Governor. That official has recently issued an order authorizing the Financial Commissioner to burn these notes and requiring all inspection officials to keep a strict watch for such things in the future. It is reported that there are twenty or more money exchangers in Chin Chow and Swatow who have been issuing these illegal notes to the amount of about \$2,000,000. The practice must be stopped forthwith for obvious reasons and it is with this end in view that the order has been issued.

Manchu Commission.

President Yuan recently appointed a commission consisting of Messrs. Chui Kai-kin, the Minister of the Interior, and Chang Chung-chung, the Minister of Jurisprudence; to confer with the members of the late Ching Dynasty. This commission has completed its labours and has reported a set of rules which it offers as being fitted to prevent recurrences of the late unpleasantness. The suggested regulations are as follows:—

1.—The Ching promise to give respectful allegiance to the Republic of China and to do nothing that shall give the impression that they are not in accord with its designs and purposes.

2.—Dates are to be reckoned by the European calendar from now on.

3.—Gifts to subordinates shall consist of presents only, but no posthumous titles may be conferred.

4.—The matter of protection for their temples and tombs shall be under the control of the Bureau of the Interior.

5.—The Manchu Headquarters shall be at the office of the Bureau of the Interior and special accommodation shall be there provided for them.

BUILDING REVELATIONS.

THE BENCH AND THE
BUILDING AUTHORITY.

Probable Cause of House
Collapses.

At the Police Court, this morning, Mr. J.R. Wood gave his decision in the case in which Lam Dore, a building contractor, was summoned for using inferior lime mortar.

His Worship said:—I had convicted the defendant in this case of using lime mortar of an inferior quality on December 4, in the construction of the walls of a new building on Island Lot No. 1877, contrary to section 100, of Ordinance 1, of 1903. The sample of lime mortar concerned in the summons, after the usual test, broke at a tension averaging nine and a half pounds. Lime mortar which breaks at that tension is not good lime mortar. After convicting the defendant, I found a difficulty in deciding what penalty to impose. Evidence has been given that lime mortar which breaks at any tension less than twenty-five pounds is not good mortar for substance work, but that the Building Authority does, in practice, condemn (without taking legal proceedings, though not always without judgment) lime mortar breaking at slightly over ten pounds. I have therefore to take into account the following facts:—(a) That the Building Authority is accepting, under this Ordinance, lime mortar which is below the standard of good mortar (viz. twenty-five pounds tension); (b) That in considering whether to institute prosecutions in this case, the Building Authority has, in practice, adopted an arbitrary standard which the Ordinance itself does not authorise (viz. ten pounds); (c) That with the present case, though the prosecution has been instituted, and the mortar obtained, the Building Authority is authorising the work done with this mortar to remain and has not asked for an order to have it demolished.

It appears to me unsatisfactory that in these circumstances a heavy penalty should be imposed on the defendant. On the other hand, the architects received a warning that the mortar in use on these works was unsatisfactory and the mortar has deteriorated in quality, instead of improving. Since the warning was given I shall therefore impose a fine which will be a severe caution to the defendant in this matter. The fine is \$50.

6.—The office of the Commissioner of Punishments shall be abolished.

7.—The uniforms to be used by the members and officers of the Ching family shall be chosen by the Central Government. Inside their own grounds they may keep up their own ceremonies and be allowed to retain their queues if they wish.

These regulations have been approved by the Legislative Council.

Agriculture Experts.
At the suggestion of the Agricultural Experiment Station, the Board of Agriculture and Commerce has announced that it will appoint several experts to visit the various sections of China for the purpose of making addresses encouraging farmers and teaching them the proper use of farming tools, distributing new seeds, investigating the deprivations of locusts, and in general, helping the cause along in any and every way possible. This is certainly a step in the right direction and should be provocative of much good to the peasant class.

Abolition of the Salt Monopoly.
In view of the fact that the salt merchants in Canton have been making heavy purchases of salt and storing it away to hold for higher prices, Mr. Ting Ten, the man recently appointed to investigate this matter, has been consulting with the Salt Commissioner and they have agreed that the best way to obviate the trouble is to grant permission to all shops to handle salt at will without restrictions of any kind. A proposition with this end in view will probably be brought forward in a few days.

GERMANY AND HER
PETROL SUPPLIES.

(Continued from Page 3.)

Sullivan would say, nothing to do with the case. Of the movements of the Uranienborg, of which Mr. Hildesheim says "no news is available," he will be interested to know that the vessel was privately chartered during the third week in September for prompt sailing to Copenhagen with 12,000 barrels of "refined oils" and under this charter she sailed from New York on September 24th with the cargo as aforesaid. Again, purely as a matter of knowledge for Mr. Hildesheim, the Poland and the Capri left Philadelphia on October 8th. Their oil cargoes were classified as "refined oils," but it is generally recognised by this time that "refined oils" now making their way either to Denmark, Norway, or Sweden are motor spirit.

An American View.
Last Mr. Hildesheim should suggest that I am attempting to make a point out of the fact that some of these cargoes are of "refined oils" as distinct from motor spirit. I think the better plan would be to repeat the words of the representative of the New York Oil, Paint, and Drug Reporter. In writing of the export of refined oils in the issue of October 17th he says: "Charter engagements in the local trade (New York) have been slow (during the week); but one booking of 23,000 barrels of 'refined' from Philadelphia to Scandinavian ports by a Swedish steamer, October shipment, has been made. There have been intimations that this transaction covers gasoline (motor spirit) for re-shipment to Germany."

Again, in the following week's issue of the same publication, dated October 23rd, he says: "Additional charters have comprised 11,000 barrels of so-called 'refined' by two Norwegian steamers from Philadelphia to Scandinavian ports at private terms, prompt shipment. Intimations are still current that these parcels may be gasoline for German consumption." In the same issue the subject, which is, not unnaturally, commanding great attention in America, is dealt with editorially as follows:

"Danish and Scandinavian ports are specially marked as the mediums for alleged submarine shipments, and it is significant that nearly all of the charters booked during the past few weeks for New York or Philadelphia shipment have been by Norwegian carriers for Scandinavian ports, with the general specification of 'refined' oil in barrels, which designation has been freely construed as gasoline, with the further presumption that it has been intended for German consumption. Even if the product were refined in the normally accepted sense, as illuminating oil, there would still be the intimation that the unusually heavy outlet by neutral vessels to neutral ports by suspiciously persistent shipments could not be associated with any other than war service."

Evidently there are others who share the same views as I have already put forward in the *Autor*, and I am very much in doubt whether their fears will be appreciably allayed by such crumbs of comfort as Mr. Hildesheim is in the position to give.

Cargoes not to be Divulged.
Since such importance now attaches to refined oil shipments from America to north-west Europe, and seeing that too much information has evidently already been given out regarding these barrelled oil movements, it has been decided that details of the cargoes of vessels outward bound shall not be divulged. In the present instance the curtain of mystery may be lifted so that we may see the activity that still prevails in the export of the refined oils for north-west Europe, and I do not intend to enumerate such small consignments as Mr. Hildesheim draws attention to.

A few weeks ago the Norwegian barque Grande was chartered to sail from New York with 6,000 barrels (or nearly one thousand tons) of refined oils and spirit for Copenhagen, while at the same time a charter was fixed up for the Norwegian

DAIRY FARM NEWS.

OUR
FARMER HAMS & BACON
CANNOT BE EXCELLED.
READ THESE:

THE STAR.

At the Royal Show to-day Mr. George Farmer, the well-known ham and bacon curer of Eureka Street, Ballarat East, followed up his previous numerous and record breaking successes at former shows in Melbourne and Sydney by gaining first and champion prizes for bacon and first and champion prizes for hams, thus pronouncing him without doubt Champion of the Commonwealth.

IF YOU WANT TO GET THE BEST COME TO US.

steamer Daggy for Scandinavian ports with 7,600 barrels. In Philadelphia the Swedish steamer Narvik was chartered for the carrying of 23,000 barrels of "refined," while from the same port at the end of October the Norwegian steamers Brighton and Belita were chartered, the former to proceed "prompt" to Scandinavian ports with 6,000 barrels, and the latter steamer for the same ports with 5,000 barrels.

The Norwegian steamer Roisheim was also speedily sent off to Gothenburg with 10,500 barrels and also considerably over half a million gallons of refined oils and motor spirit, and, as a matter of fact, this vessel sailed from New York on October 15th, while, as I have already mentioned, the Capri and the Poland cleared from Philadelphia some days previously. On October 20th the Norwegian vessel Tanton left New York with 4,701 barrels, to be precise, for Aalborg, this consignment being entered on the bill of lading as "motor spirit," while on the following day the vessel Grande left for Copenhagen, her cargo differing somewhat from the chartering arrangements. She carried 5,580 barrels of "refined" and over a quarter of a million gallons of gas oil. Smaller shipments by vessels such as Mr. Hildesheim refers to are being continuously made, but these are too paltry to be worthy of individual mention, though there are times when they may be quoted in an endeavour to mislead.

The attitude of our Admiralty in regard to the large shipments, however, leaves nothing to be desired, and, shall I say as a corroboration of Mr. Hildesheim's suggestion, they, too, will see that, in future, not one of the countries referred to will use any unfair means in this respect—they will not have the chance.

The Threshold of a Petrol Famine in Germany.
A word in conclusion. Each passing week Germany's stock of motor spirit is dwindling. It is practically reached vanishing point and the threshold of famine has now been arrived at. In her determination to secure some supplies Roumania was looked to, and for several weeks quite substantial quantities were sent into the theatre of war but now these have been stopped. The outlook, therefore, is as black as it possibly could be for Germany, for with no motor spirit supplies at hand—or on the way—the vast army of motor vehicles will be rendered useless, whilst all aircraft must of necessity remain in their hangars.

Problem of the Wounded.
A Times correspondent in the North of France reports that the problem in the treatment of the wounded is to solve the question of the journey from the firing line. An almost luxurious British built train of steam-heated carriages, with 20 beds, kitchens that supply beef tea and soup, confectionery, and a complete operating theatre, is in use. The success of the Australian field hospital continues. It is now stationed at Wimereux, north of Boulogne, and the X-ray outfit is used for the operations. Another triumph of the hospitals at the front has been the defeat of typhoid. Bathing-boxes are used for isolating cases, and the organisation is complete, the most serious being treated in France and the others conveyed to England.

THE COURIER.

"For many years past, Mr. George Farmer of Ballarat, has been a prominent prize-taker at the leading shows of the Commonwealth, and his list of successes is now a very lengthy and meritorious one. At the Royal Show which was opened in Melbourne to-day he was again to the fore, securing first and champion prizes for bacon and first and champion for hams."

LATE TELEGRAMS.

Treatment of Austrian Prisoners.
Harbin, Dec. 30.—A telegram from Nish states that Alexander, Crown Prince of Serbia, recently visited the imprisoned Austrian officers, who said that they were well fed and very satisfied with the treatment they were receiving from the Serbian military authorities.

The Cost of Bombardment.
London, Dec. 22.—The damage at Harlepool is estimated at \$150,000. "Ricocheting" in the West Riding is particularly active. Germany's Food Supplies.
Hyrbin, Dec. 30.—A telegram received from Copenhagen states that notices have been posted up in conspicuous positions in all Post Offices in Germany begging the population to preserve provisions in every way possible. Rumours are current that some German merchants in Denmark purchased kerosene and petrol and attempted to transport them across the frontier into Germany, despite the export prohibition. The attempt was unsuccessful and the Danish Dragoons are rigidly guarding the frontier.

Christmas at the Front.
London, Dec. 23, 12.53 p.m.—There are indications that Christmas at the front will be merrier than at home. For days special staffs have been very busy sorting and despatching Britain's mighty Christmas box for her soldiers. It consists chiefly of warm clothing, sweets, "cokes," tinned milk and tobacco. Princess Mary's fund for providing Christmas gifts for the troops totalled on Monday \$151,700. The soldiers are keenly anticipating the merry-making, and French cooks are learning to make plum pudding.

Mr. Seymour Hicks is taking a company of leading artists to give a week's entertainments to soldiers on the lines of communication.

TO-DAY'S
ADVERTISEMENTS.

NOTICE.

Mr. Gerald George Wood has this day been admitted as a partner in our firm.
LEIGH & ORANGE.
Hongkong, 1st January, 1915.

PACIFIC MAIL STEAMSHIP
COMPANY.

From SAN FRANCISCO, JAPAN
PORTS AND MANILA
S.S. "CHINA."

The above mentioned vessel having arrived consignees of cargo are hereby notified to send in their bills of lading for counter-signature and take immediate delivery from the company's godown at West Point. Cargo will be landed immediately at consignees' risk.

Cargo remaining undelivered Friday, Jan. 8th, 1915, at 5 p.m. will be subject to landing charges and if undelivered Monday, Jan. 11th, 1915, at 5 p.m. will be subject to both landing and storage charges.

No Fire Insurance whatever will be effected.

All claims and otherwise damaged cargo will be examined at the above Company's godown at West Point on Jan. 9th, 1915, at 10 a.m.

No claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All claims must be filed on or before January 5th, 1915, otherwise they will not be recognized.

R. C. MORTON,
Agent.
Hongkong, 5th January, 1915.

GREAT

WAR SALE
NOW PROCEEDING

AT

MACKINTOSH'S

Owing to the effect of the war on business generally we have decided to make
DRASTIC REDUCTIONS
in the prices of the whole of our new and up-to-date Autumn and Winter stock of gentlemen's wearing apparel.

GENUINE BARGAINS OF SEASONABLE GOODS

AT

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MEN'S WEAR SPECIALISTS.

16, DES VŒUX ROAD, 16

WM. POWELL, LTD.

TELEPHONE 346.

GENT'S OUTFITTERS

Newest Styles for present wear in

SOFT FELTS & VELOUR

HATS

MUFFLERS, SHIRTS, TIES, WAISTCOATS, GLOVES,
UNDERWEAR.

J. ULLMANN & Co.

The leading French Jewellery House.

Watchmakers. Fancy Goods. Diamond Merchants.

Grand Assortment of

BINOCULARS & STOP WATCHES.

The most reliable place for Diamonds, Jewellery and accurate Time-keepers.

SEE THAT
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IT MEANS

MORE MUSICAL TONE & LONGER SERVICE.



EVERY RECORD
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COLUMBIA RECORDS

PLAY ON ANY MAKE OF GRAMOPHONE.

DEMONSTRATION DAILY.

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QUALITY."—SHAKESPEARE.

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Whisky



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SHIPPING

CANADIAN PACIFIC
ROYAL MAIL.
STEAMSHIP LINE.

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Sailings Temporarily Withdrawn

All Steamships leave Hongkong at noon.

The "EMPRESS OF RUSSIA," and "EMPRESS OF ASIA" are new quadruple screw 21 knot turbine steamers, of 16,850 tons gross, 30,625 displacement, the finest, fastest and most luxurious on the Pacific.

The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

PASSAGE RATES HONGKONG TO LONDON.

"EMPRESS OF RUSSIA," "EMPRESS OF ASIA," via Optional Atlantic Port, £71.10.

"EMPRESS OF INDIA," "EMPRESS OF JAPAN," via Optional Atlantic Port £65.

"MONTEAGLE," Intermediate service, via Canadian Atlantic port £43, via Boston or New York £45.

Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for £5 additional.

SPECIAL RATES (First Class only) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc., etc. Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co., or Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China. Corner of Pedder Street and Praya, opposite Blake Pier.

BRITISH INDIA S. N. CO., LTD.

Regular Service Between

CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS

EASTWARD.

The S.S. "Orissa," tons 5,436, Capt. Redfern, R.N.R., will be despatched for Shanghai, Vladivostok, Kobe and Moji on the 19th Jan., 1915.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, Dec. 26, 1914.

Agents.

HONGKONG, CANTON, MACAO & WEST
RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON and MACAO STEAMBOAT Co., Ltd. and CHINA NAVIGATION Co., Ltd.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. | CANTON TO HONGKONG.

WEDNESDAY, 6th JANUARY.

5.00 p.m. Kinshan.

5.00 p.m. Fatshan.

THURSDAY, 7th JANUARY.

8.00 a.m. Honam.

8.00 a.m. Heungshan.

5.00 p.m. Fatshan.

5.00 p.m. Kinshan.

Single Fare by Night Steamer..... \$ 6.00
Return Fare by Night (available also for Return by day Steamer).... 10.00
Single Fare by Day Steamer..... 4.00
Return Fare by Day Steamer..... 8.00

HONGKONG-MACAO LINE.

s.s. Sul Tai, tons 1,651 | s.s. Tai Shan, tons 2,006

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 8 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 1.30 p.m. Sundays at 7.30 a.m. and 1.30 p.m.

EXCURSION TO MACAO.

SUNDAY, 10th JANUARY.

The Company's new Steamship "TAISHAN" will depart from the COMPANY'S WING LOK STREET WHARF at 8 a.m., and return from Macao at 1.30 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday at 7.30 a.m., and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

CANTON-MACAO LINE.

s.s. Sul An.

Departures from Macao to Canton on Monday, Wednesday and Friday at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON and MACAO STEAMBOAT Co., Ltd., THE CHINA NAVIGATION Co., Ltd., & THE INDO-CHINA STEAM NAVIGATION Co., Ltd.

CANTON-WUCHOW LINE.

s.s. Sainam, 588 tons and s.s. Nanning, 469 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUI. These vessels have superior cabin accommodation and are lighted throughout by electricity. Electric fan in each cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the

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Opposite the Blake Pier.

SHIPPING

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THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Subject to Alteration

Destination.	Steamers.	Sailing Date
MARSEILLES AND LONDON, via Singapore, Penang, Colombo, Suez & Port Said	Mirano Maru Capt. Fraser	T. 16,000 (WEDNES., 13th Jan. at 10 a.m.)
VICTORIA, B.C., and SEATTLE via S'hai, Moji, Kobe, Yokkaichi, and Yokohama	Tamba Maru Capt. Nagasuye Aki Maru Capt. Noma	12,500 (TUES., 12th Jan. at noon.) T. 12,500 (TUES., 26th Jan. at noon.)
SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville, and Brisbane	Nikko Maru Capt. R. Takeda Hitachi Maru Capt. Sato	T. 9,600 (FRI., 15th Jan. at noon.) T. 13,500 (WEDNES., 10th Feb. at noon.)
CALCUTTA via S'hai, Penang & Rangoon	Sanuki Maru Capt. Date	T. 12,500 (FRI., 15th Jan.)
BOMBAY via Singapore and Colombo.		
KOBE		
S'HAIR and Kobe	Ceylon Maru Capt. Shinohara	T. 12,000 (MON., 11th Jan.)
NAGASAKI, Kobe & Yokohama	Hitachi Maru Capt. Sado	T. 13,500 (WEDNES., 13th Jan. at 5 p.m.)
KOBE & Yokohama	Kashima Maru Capt. Yagi	T. 19,000 (THURS., 14th Jan. at 11 a.m.)

Fitted with new system of wireless telegraphy.

PASSENGER SEASON FOR 1915.

FOR EUROPE.

Steamers.	Displacement.	Leave Hongkong.
Katori Maru	20,000 tons	Thursday 28th January
Kamo	16,000 "	11th February
Kashima	20,000 "	25th February
Mishima	16,000 "	11th March
Suwa	25,000 "	25th March
Atsuta	16,000 "	8th April
Yasaka	25,000 "	22nd April
Miyasaki	16,000 "	6th May
Kitano	16,000 "	20th May
Fushima	25,000 "	3rd June

FOR AMERICA.

Aki Maru	12,500 tons	Tuesday 26th January
Sado	12,500 "	9th February
Yokohama	12,500 "	23rd February
Awa	12,500 "	9th March
Shidzuoka	12,500 "	23rd March
Tamba	12,500 "	6th April
Aki	12,500 "	20th April
Sado	12,500 "	4th May

For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail
SHANGHAI	Yingchow	7th Jan. at 4 p.m.
SHANGHAI	Shaohsing	8th Jan. at 4 p.m.
SHANGHAI	Liangchow	10th Jan. at 4 p.m.
HAIPHONG	Singan	11th Jan. at 10 a.m.
MANILA, CEBU & ILOILO	Chinhua	12th Jan. at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming," and "Teau." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Teau."

SHANGHAI LINE.—The Twin Screw steamers "Anhui" and "Chenan" and the S.S. "Kanchow," "Liangchow," "Luchow" and "Yingchow" having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These steamers land passengers in Shanghai, avoiding the inconvenience of trans-shipment at Woosung.

For Freight or Passages apply to

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Telephone No. 36

Agents.

Hongkong 6th Jan., 1915.

SHIPPING

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer.	From	Will leave on or about	For	Will leave on or about
Tijpanas	JAVA	2nd half Dec.	JAPAN	1st half Jan.
Tjikembang	JAVA	1st half Jan.	S'HAIR	1st half Jan.
Tjikini	S'HAIR	1st half Jan.	JAVA	1st half Jan.
Tjitaroen	JAVA	2nd half Jan.	JAPAN	1st half Jan.
Tjimanoeck	JAVA	2nd half Jan.	S'HAIR	2nd half Jan.
Tjibodas	JAVA	2nd half Jan.	JAPAN	1st half Feb.
Tjilwong	JAVA	1st half Feb.	JAPAN	2nd half Feb.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

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York Building.

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TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN and HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement Tons & Speed	Leaves Hongkong
Tenyo Maru	22,000 - 21 knots	Tuesday, 26th January.
Nippon Maru	11,000 - 18 knots	9th February.
Shinyo Maru	22,000 - 21 knots	" 23rd February.

via Manila, omitting Shanghai.

Steamers via Shanghai leave at noon.

Steamers via Manila leave at 10.30 a.m.

First Class to London.....£71.10. Return (6 months) £120.

First Class to New York.....£60. " " £95.10.

" " San Francisco £45. " " £68.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from Vancouver by steamers of the Canadian Pacific Railway Co.

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ROUND THE WORLD Tickets issued in Connection with all the Principal Mail lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, OCALLAO, IQUIQUE and VALPARAISO.

Kiyo Maru 17,200 - 15 knots 9th Jan.

Thence by TRANS-ANDERSON ROUTE to BUENOS AIRES.

For Full Particulars as to Passage & Freight, apply to

O. WURIU, Acting Agent.

KING'S BUILDINGS.

Telephone No. 291

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Aldenharn		29th Jan.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.

Agents.

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Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOSHOW RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Haiching	W. C. Passmore	FRI., 8th Jan. at 1 p.m.
Haiyang	A. E. Hodgins	TUES., 11th Jan. at 1 p.m.
Haitan	J. W. Evans	FRI., 15th Jan. at 1 p.m.

FOR SWATOW.

Haimun.....[A. H. Stewart...] THURS., 7th Jan. at 1 p.m.

Steamers will arrive at and depart from the Co.'s Wharf near

Blake Pier.

For Freight and Passage, apply to

Douglas, LaPrak & Co.,

General Managers.

LOG BOOK.

Dependents of Detained

Merchant Service Men.

Supplementing their efforts as regards allowances to dependents of Captains, Officers and Seamen detained in Germany which are now being granted by the Board of Trade under the War Risks Insurance Scheme, the Imperial Merchant Service Guild have been arguing upon the Board the justice of compensation being granted in the cases of Captains and Officers—who mostly are outside of the scope of the Compensation Act—if losing their lives or being injured through the operations of the War. Moreover, they have submitted that it would be equitable to compensate them for serious loss of effects which they have sustained under such conditions and which loss in all probability will continue. The Secretary of the Guild has personally discussed the matter with leading officials of the Board and Members of the Guild Parliamentary Committee have had it in hand. As regards the recent reply of the Prime Minister to Mr. C. T. Needham, M.P., they have addressed themselves direct to Mr. Asquith and have received a reply to the effect that their representations are receiving attention. Lord Charles Beresford, M.P., has also put a question to the President of the Board of Trade, who has announced that he hopes to come to a decision very shortly and, moreover, he is giving consideration to the question of insurance of seamen's effects. The Guild have every hope that a satisfactory decision will be arrived at in respect to these matters.

New Rotterdam Lloyd Liner.

The Rotterdam Lloyd have ordered a new liner of the type of their steamer *Djember*. She will be of about 7,500 tons burthen, and will be constructed by the Koninklijke Maatschappij de Schelde.

Great Storm in the Atlantic.

New York, December 8.—An unprecedented storm has swept over the Atlantic coast, destroying whole villages and towns and doing irreparable damage in the larger cities and ports. The whole of lower New York is flooded and the gay amusement parks at Coney Island and Brighton beach have been practically effaced by the force of the storm, sweeping in from the open sea. Reports coming from all along the coast indicate that hundreds of ships have foundered and even in the most secure harbours the shipping has suffered heavily. The storm is the worst that can be remembered and the force of the wind has been in but few instances equalled. The force of the storm has been felt worst along the coast of the New England and Middle Atlantic States. The New Jersey coast, suffered heavily, the small villages being exposed to the direct sweep of both the wind and water rolling from the Atlantic.

The Rio Pasig America-Bound.

The honour of being the first Philippine registered vessel to sail from the port of Manila bound for the United States, belongs to the Madrigal steamer *Rio Pasig*, which was despatched on December 24, by Messrs. Macleod and Co., for Seattle, via Nagasaki. Outgoing the *Rio Pasig* took 20,200 bales of hemp. Although the *Rio Pasig* is one of the few large vessels to fly the American flag and be registered in the Philippines, her charter was obtained before the outbreak of the war, says the *Cablenews*. The vessel was formerly the naval collier *Alexander* and was sold to Mr. Vicente Madrigal, the local coal dealer and broker, about a year ago. The recent exploits of this vessel and her capture by the British authorities and final release at Hongkong by the prize court, are well remembered by all readers. The *Rio Pasig* has been chartered by Messrs. Macleod and Company to engage in the trans-Pacific trade.

Oysters, Fresh, Fried or Stewed

Finch Haddock, Kippers &c.

ALEXANDER & COY.

SHIPPING

INDO-CHINA STEAM NAVIGATION CO., LTD.

Projected Sailings from Hongkong.—(Subject to Alteration).

For	Steamship	On
FOOCHOW & Shanghai	Wingsang	Thur., 7th Jan. at d'light
SHANGHAI via Swatow	Lienshang	Thur., 7th Jan. at d'light
TTSIN via Weihaiwei	Cheongshing	Thur., 7th Jan. at d'light
HAIPHONG	Taksang	Thur., 7th Jan. at d'light
Kobe	Fausang	Fri., 8th Jan. at d'light
SHANGHAI	Hangsang	Fri., 8th Jan. at d'light
SANDAKAN	Mausang	Fri., 8th Jan. at noon
MANILA	Yuensang	Mon., 11th Jan. at 3 p.m.
SHANGHAI	Esang	Sun., 10th Jan. at d'light
S'PORE, Pang & Outta	Kutsang	Tues., 12th Jan. at noon
S'PORE & Sourabaya	Chunsang	Thur., 14th Jan. at noon
SHANGHAI	Choysang	Thur., 14th Jan. at noon
MANILA	Loongsang	Sat., 16th Jan. at 3 p.m.

Return Tours to Japan.

The steamers "Kutsang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Yatshing" and "Kimsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.
 * Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
 † Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dalay, Weihaiwei.
 ‡ Taking cargo on Through Bills of Lading to Kudat, Lahad Datu, Simporan, Tawau, Usukan, Jesselton and Labuan.
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THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.
Subject to change without Notice

"SHIRE" LINE SERVICE—HOMEWARD.

For	Steamers	Date of Departure
LONDON	Radnorshire	21st Jan.
LONDON	Radnorshire	21st Jan.
TRANS-PACIFIC "SHIRE" & "GLEN" JOINT SERVICE.		
VICTORIA, VVER, STLE, TACOMA & PLAND.	Glengyle	16th Jan.

For freight and further particulars, apply to

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BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN
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STRUCTIONAL ELECTRICAL & MECHANICAL
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GRAVING DOCK—78' x 68' x 34'

Pumps empty Dock in 2-3/4 hours.

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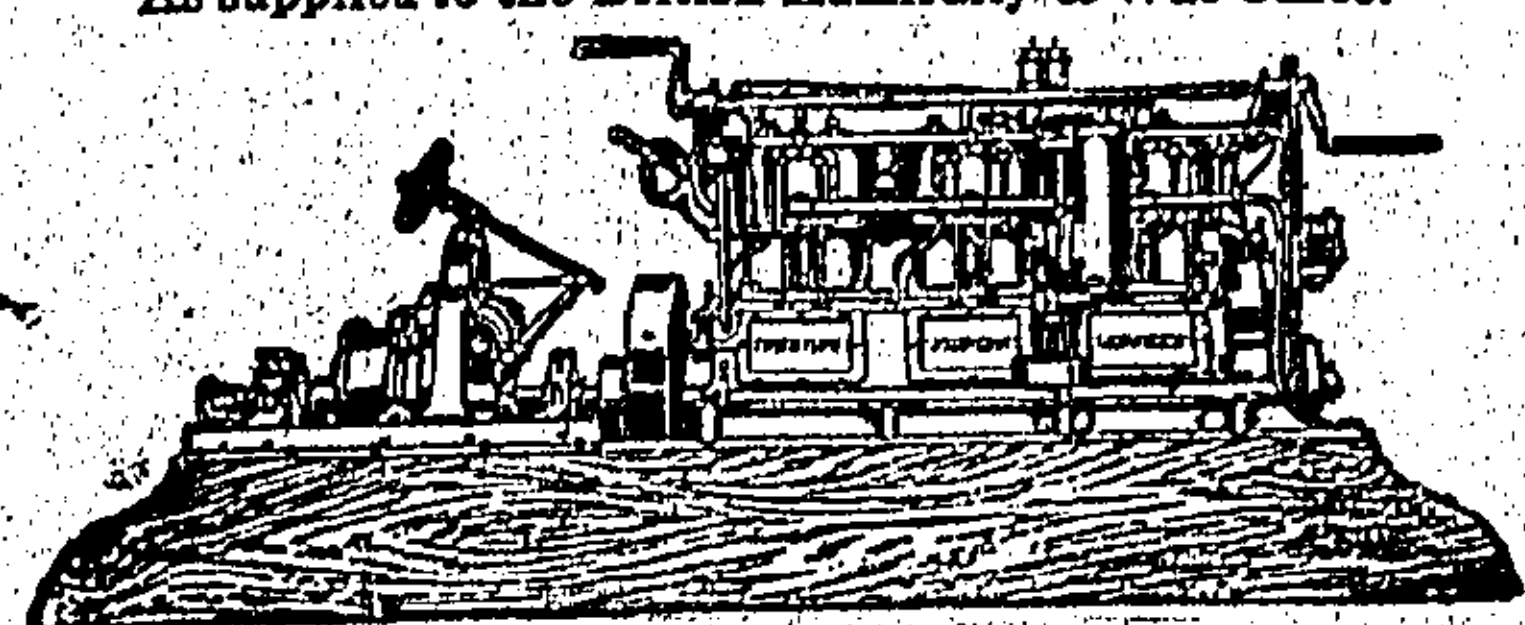
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VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
Marseilles via Ports	Cordillere	M. M.	12, Jan.
London via Usual Ports of Call	Arctadia	P. & O.	16, Jan.
L'don, S'pore, via P'ang, C'be, &c.	Nankin	P. & O.	20, Jan.
London	Radnorshire	J. M. Co.	21, Jan.

NEW YORK, SAN FRANCISCO AND CANADA.

Via, B.C., T'ma via K'lung, Japan	Canada M.	O. S. K.	6, Jan.
South America Line	Kiyo M.	T. K. K.	9, Jan.
San Francisco via M'la & Japan &c.	China	P. M. Co.	12, Jan.
Via, B.C. & S'la via S'hai &c.	Tamba M.	N. Y. K.	12, Jan.
Victoria, Vancouver, Seattle, Tacoma & Portland &c.	Glengyle	J. M. Co.	15, Jan.
San F'co via S'hai & Japan &c.	Manchuria	P. M. Co.	15, Jan.
Via, B.C., T'ma via K'lung, Japan	Tacoma M.	O. S. K.	28, Jan.

AUSTRALIA.

Australian Ports via Manila	Nikko M.	N. Y. K.	15, Jan.
Australian Ports via Manila	Aldenharn	G. L. Co.	29, Jan.

SINGAPORE, COAST PORTS AND JAPAN.

Moji & Kobe	Hokuto M.	D. & Co.	7, Jan.
Shanghai	Esang	J. M. Co.	8, Jan.
Manila, Cebu and Iloilo	Chinhua	B. & S.	12, Jan.
Nagasaki, Kobe and Yokohama	Hitachi M.	N. Y. K.	13, Jan.
Shanghai	Nubia	P. & O.	15, Jan.
S'hai, Vladivostok, Kobe & Moji	Orissa	D. S. Co.	19, Jan.
Shanghai, Kobe and Yokohama	Magellan	M. M.	21, Jan.
Delagoa Bay, D'ban, E. L'don &c.	Kathiawar	B. L.	29, Jan.
S'hai, Moji, Kobe and Y'hama	Namur	P. & O.	20, Feb.
Bombay via S'pore, Port S'ham, Penang & Colombo	Peking M.	O. S. K.	M. of N.
Shanghai	Titaroom	J.O.J. L.	Q. desp.
Java	Tijilwong	J.O.J. L.	S. half O.
Shanghai	Tippanas	J.O.J. L.	Q. desp.
Japan	Tijibodas	J.O.J. L.	F. half D.
Shanghai	Tjikembang	J.O.J. L.	F. half J.
Shanghai	Tjimanook	J.O.J. L.	F. half F.
Singapore, Mauritius & South African Ports	Calamis	B. L. L.	End Feb.

TO SAIL

REGULAR STEAMSHIP SERVICE.

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via SUEZ CANAL for BOSTON & NEW YORK.

via PANAMA CANAL for NEW YORK.

For Freight and further information apply to

BODWELL & CO., LTD.

Hongkong, 32nd December, 1914

Agents.

MOVEMENTS OF STEAMERS.

AMERICAN MAIL.

The P.M. s.s. MANCHURIA sailed from Yokohama Wednesday, Dec. 30, 1914, via Manila, for Hongkong. The mails have been transferred to the s.s. CORDILLERE of the Messageries Maritimes Line, which is scheduled to arrive at Hongkong on January 11, 1915.

MERCHANT STEAMERS.

The s.s. ORISSA sailed from Calcutta on 23rd ult. and may be expected here on or about the 15th inst.

VESSELS IN PORT.

Steamers.

Kiyo Maru, Jap. s.s. 5,757, H. Nagano, 23th Dec.—Moji, 22nd Dec. Coal—T. K. K.	
Kueichow, British s.s. 1,220, Forsyth, 23th Dec.—Haiphong, 25th Dec. Rice—B. & S.	
Challister, Br. s.s. 3,566, J. E. Galt, 23th Dec.—Manila, Gen.—D. & Co.	
Kwongsang, Br. s.s. 1,475, Richard, 23th Dec.—Swatow, 23th Dec. Gen.—J. M. & Co.	
Kumchow, Br. s.s. 1,350, J. Martin, 23th Dec.—Balgon, 24th Dec. Rice & Gen.—Chinese.	
Unoua, Br. s.s. 2,398, P. Stewart, 23th Dec.—San Francisco, 22nd Nov. Gen.—S. O. Co.	
Calchas, Br. s.s. 4,278, R. T. Jones, 23th Dec.—Victoria B. C. 29th Nov. Gen.—B. & S.	
Rangoon Maru, 3,316, W. Nomura, 29th Dec.—Moji, 23rd Dec. Gen.—N. Y. K.	
Fausang, Br. s.s. 1,400, H. S. Walker, 30th Dec.—Singapore, 23rd Dec. Gen.—J. M. & Co.	
Ningpo, Br. s.s. 1,228, W. Freer, 30th Dec.—Shanghai, 26th Dec. Gen.—B. & S.	
Bullucia, Br. s.s. 2,955, Kiddle, 30th Dec.—Vladivostok, 24th Dec. Gen.—D. & Co.	
Toyora, Jap. s.s. 1,616, K. Shimizu, 30th Dec.—Wakamatsu, 25th Dec. Coal—M. B. G. K.	
Mausang, Br. s.s. 1,644, R. A. Matthews, 30th Dec.—Sandakan, 24th Dec. Gen.—J. M. & Co.	
Albiana, Br. s.s. 2,900, W. Dunbar, 1st inst.—Chingwantao, 25th ult. Coal—D. & Co.	
Tjikembang, Dut. s.s. 8,070, W. v. Wyd Juirante, 1st inst.—Java, 23rd ult. Gen.—C. J. T.	
Kirin Maru, Jap. 2,358, B. Tada, 1st inst.—Moji, 27th ult. Gen.—N. Y. K.	
Hongkong, Fr. s.s. A. Marguerite, 2nd inst.—Haiphong, 31st ult. Gen.—A. R. Marty.	
Tamba Maru, Jap. s.s. 3,802, S. Nagasue, 3rd inst.—Shanghai, 31st ult. Gen.—N. Y. K.	
Chungking, Br. s.s. 1,311, Ross Lewis, 3rd inst.—Hohow, 2nd inst. Gen.—B. & S.	
Honoa Maru, Jap. s.s. 1,939, Toyama, 4th inst.—Milko, 29th ult. Coal—M. B. G. K.	
S. Rickmers, Dut. s.s. J. Scherman, 4th inst.—Swatow, 3rd inst. Ballast—A. P. Co.	
Glentfalloch, Br. s.s. 1,400, Bainbridge, 5th inst.—Singapore, Gen.—Chinese.	
Kalgan, Br. s.s. 1,228, Lavers, 5th inst.—Shanghai, 1st inst. Gen.—B. & S.	
China, Am. s.s. 3,186, H. Thompson, 5th inst.—San Francisco, Gen.—P. M. Co.	

TIDE TABLE.

4th Jan., to 10th Jan., 1915.

Day	High Water	Low Water	High Water	Low Water
Jan 4	Mean Time	Mean Time	Mean Time	Mean Time
Mon	10 10	4 10	10 10	4 10
Tues	11 10	5 10	11 10	5 10
Wed	12 10	6 10	12 10	6 10
Thur	1 10	7 10	1 10	7 10
Fri	2 10	8 10	2 10	8 10
Sat	3 10	9 10	3 10	9 10
Sun	4 10	10 10	4 10	10 10

in morning. a afternoon.

NOTICE.

THOS. COOK & SON,

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HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS
SAILING (SUBJECT TO ALTERATION).

Steamers.	Arrive Hongkong from Australia.	Sail Hongkong for Australia.
CHANGSHA	7th Jan.	10th Jan.

These steamers are fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian ports.

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Through Bills of Lading can be issued to
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The Steamship

Also calling at Seattle if sufficient inducement offers.

This fine steamer has excellent accommodation for
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SHEWAN TOMES & Co.

Hongkong, 4th December, 1914.

Agents.

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FOR NEW YORK VIA SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

The Steamship

For freight and passage apply

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Hongkong 9th October, 1914.

General Agents.

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workmen under expert European supervision.

All classes of light Steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:—

NAME OF DOCK OR SLIP	LENGTH OF DOCK OR SLIP	ENTRANCE BREADTH	DEPTH OF WATER AT LOW TIDE	DEPTH OF WATER AT HIGH TIDE	RISE OF TIDE
KOWLOON					
No. 1 Dock, Kowloon	100'	15' top 10' bottom	10'	15'	5'
No. 2 Dock, Kowloon	27'	15'	15'	15'	0'
No. 3 Dock, Kowloon	27'	15'	15'	15'	0'
Patent Slip, No. 1 Kowloon	240'	60'	15'	15'	0'
Patent Slip, No. 2 Kowloon	240'	60'	15'	15'	0'
TAIKOO DOCK					
Commercial Dock	450'	15'	15'	15'	0'
ABERDEEN					
Howe Dock	130'	15'	15'	15'	0'
Lowest Dock	210'	15'	15'	15'	0'

HEAD OFFICE: KOWLOON.
Telephone No. 111TOWN OFFICE:
QUEEN'S BUILDING.
Telephone No. 20, Hongkong.

Please Address Enquiries to the Chief Manager.

R. W. OYER & Co. M.N. Telford Dock, Hongkong

THE HONGKONG TELEGRAPH.

EXTRA

HONGKONG, WEDNESDAY, JANUARY 6, 1915.

BRITAIN AND U. S. COPPER.

A Recent Conference in Washington.

Washington, October 29.—After a conference between Acting Secretary Lansing, of the State Department, and Sir Cecil Spring-Rice, the British Ambassador, late to-day, it was stated authoritatively that Great Britain probably would release the vessels carrying American copper detained at Gibraltar.

It was learned that the Italian Government already has declared an embargo on the exportation of copper to belligerent countries, but that the notification had not formally reached England. As soon as the fact is communicated through official channels the steamers destined to Italy will be permitted to continue their voyage, according to the view of British officials here, unless some other circumstances in connection with the activities of the ships not yet reported develop.

Incidentally, the British Ambassador revealed that negotiations were well under way between Great Britain and all the neutral countries of Europe whereby the neutral government in each case would act as the consignee of all products classed as conditional contraband. The machinery of this arrangement has not yet been perfected, but it is intended to place the guarantee of each neutral Government behind shipments so as to insure against re-exportation.

Will Make Offers to Buy.

In the case of copper already en route to Italy or Sweden or Greece, the British Government will be guided by the ultimate destination of each cargo, offering to buy copper believed to be consigned indirectly to Krupp's ammunition works in Germany or Austrian factories.

The principal object of the British Ambassador's visit to Mr. Lansing was to correct an impression current yesterday that Great Britain would protest against Secretary McAdoo's order to collectors of customs, asking them to withhold from publication the nature of cargoes until thirty days after ships cleared American ports. The British Ambassador issued the following statement of explanation:

"The United States Government has, of course, a perfect right to resume whatever regulations it thinks fit. Foreign countries have no right to complain. In New York City this regulation has actually been in force for some time.

Not Usual Practice.

"The publication of manifests is not a usual practice, and depends solely on local customs in different countries. Nothing in the regulations prevents the consuls of neutral countries from communicating to the consuls of belligerents, as is now done, details as to the destination of contraband or the intention of the neutral Government in regard to embargoes."

Demands of American Exporting Interests.

Interests were responsible for Secretary McAdoo's order. Shipping interests complained to the Treasury Department that the publication of these manifests operated injuriously to the individual shipper by acquainting business rivals with his methods. They apparently preferred to submit to a general exercise of the right of search by foreign cruisers rather than expose the details of their private business to their rivals.

Mr. Lansing said he was consulted as to the order issued by Mr. McAdoo, and understood that it was put in force at the request of New York shippers themselves. Mr. Lansing said further:

"The right to search all vessels on the high seas will not be opposed by this Government. The right of Great Britain or any other

HONGKONG FOOTBALL LEAGUE.

Coming Matches; the Positions of the Clubs.

This afternoon, in the above League, Victoria Rovers will meet the Diocessans on the Military ground; referee, Mr. F. W. Wright. Coming matches are as follows:—

January 9.—Lusitano v. Victoria Rovers, Military ground, at 2.45. Referee, Mr. J. Moran.
January 9.—Diocessans v. Lam Liong, Club ground, at 2.45. Referee, Mr. K. Nazarin.
January 9.—Police v. Navy, Military ground, at 4.15. Referee, Mr. J. Casey.
January 9.—Club v. R.G.A., Club ground, at 4.15. Referee, Mr. F. W. Eger.

League Tables to Date.

Division I.	P.	L.	D.	F.	A.	Pts.
R.G.A.	4	2	0	8	4	6
Club	3	1	2	3	2	3
Navy	4	1	2	1	5	3
Police	3	0	1	2	3	4

Division II.

College	P.	L.	D.	F.	A.	Pts.
College	2	2	0	0	6	4
Diocessans	1	1	0	0	1	2
Lam Liong	2	1	0	1	2	4
Queen's	2	0	1	1	2	4
Confucians	2	0	1	1	2	4
University	1	0	0	1	0	1
Lusitano	0	0	0	0	0	0
Victoria R.	0	0	0	0	0	0

Musician's Warning.

Mr. Wilhelm Ganz, the well-known musician, who died on Sept. 12, aged 60, left estate of the gross value of \$5,554. He says: "I warn and advise my children not to lend money or sign bills or stand security and not to go to law except in case of absolute necessity, and only as a last resource after consultation with each other, and with a friendly adviser or solicitor in whom they have confidence."

nation engaged in war to stop an American ship and examine her cargo, no matter what its nature or destination, is recognised by this Government. All future protests or complaints by the United States will be based on this conclusion.

Negotiations are continually progressing between the State Department and the belligerent Governments with the purpose of securing a generally satisfactory definition of principles to govern the exercise of the right of search; the stationing of patrolling cruisers near neutral waters; the treatment of contraband and semi-contraband, and generally speaking, all of the principles that shall govern the relations of the belligerent powers with neutral nations in so far as commerce is concerned.

British Offer Too Low.

New York, October 29.—The British Government has opened negotiations to purchase the American copper carried by five steamers seized by English warships at Gibraltar, but at a price less than the average cost of production, according to a statement issued by the American Smelting and Refining Company which today joined with three other copper companies in sending to Secretary of State Bryan a telegram urging him to seek the release of the vessels.

The American Smelting and Refining Company, in its statement, declares that the British Government has aimed a serious blow at the American copper industry by including that metal in the list of contraband. England's action is declared to be a clear case of restraint of trade by a foreign Government.

WAR ITEMS.

Promoted.

The Gazette has published the names of 121 warrant and non-commissioned officers promoted to the rank of second lieutenant for service in the field. Of this total, two belong to cavalry regiments, thirty-five to the Royal Field and Royal Horse Artillery, ten to the Royal Garrison Artillery, and seventy-four to infantry regiments.

Austrian Train Ship Lost.

San Francisco, Dec. 17.—"The Austrian training ship Beethoven struck a mine in the Adriatic, presumably one of those laid by the Austrian Navy to protect Trieste and Pola, and sank instantly. All on board perished, including a large complement of cadets in training for commissions in the Austro-Hungarian Navy. No official information is yet available regarding the exact number of lives lost."

German Cruiser Seized.

San Francisco, Dec. 17.—"Two Argentine cruisers, Pueyrredon and another, the German auxiliary cruiser Patagonia for a violation of the neutrality of the Republic."

The Law and Enemy's Mines.

In a compensation claim by a Grimsby fisherman for injuries inflicted through the trawler Kilmarnock being blown up by a German mine, the County Court judge held that injuries inflicted by enemy's mines did not come within the operation of the Compensation Act. He hoped the case would go to the Appeal Court.

German Tricks to be Sent to the Rear.

Telegraphing from Paris, the special correspondent of the Standard says:—Two dead and dumb soldiers are to be seen among the last batch of German prisoners captured in the north. Officers at the front declare that hundreds of Germans raise their hands above the trenches in the hope of being shot through them, or of having a finger carried away, so that they may be sent to the rear for treatment, and then invalidated. A letter found upon one of the prisoners was from his sister at Leipzig, and warned him to be very careful of himself when he got to Paris, "for it seems" (the letter continues) "that those miserable French have dug several death-pits in the roads and on the pavements; thin boards loosely strewn with shallow paving or merely gravel cover them over, and when the unsuspecting German soldiers walk over them they are hurled to a horrible death below. Mind you kill as many of the monsters as you can. They forced this war upon us, and the only way to teach them reason is to kill off as many as possible. All the letters we get from the front speak of the awful losses we have had—whole regiments blotted out at a time. We do hope the war will not last much longer, or there will be nobody we know left alive."

The Indian Troops.

A London message of the 3rd ult. says: An officer, writing from the front, says that the Indian troops, despite the strange land, strange war and bitter and terrible cold, have done magnificently. They are excellently fed and furnished with warm clothes by the Government, which are supplemented by generous gifts from England sent by the wives and friends of officers. "We are giving them braziers in the trenches," he says, "and one enterprising Sapper has even sent to Paris for electric radiators, on trail, which are to be worked by the power for telephones and search-lights. It is not only the Sikhs, Pathans and Gurkhas who can fight; the Rajputs, Jats, Punjabis and Jeonani Mussalmans, Garwhalis and Dogras are doing every bit as well, especially the Jats."

SHARP FIGHT WITH REBELS.

Sub-Commissioner's Heroic Death.

Pretoria, November 24.—The following official report has been issued here:—

On Saturday afternoon information was received that a force of rebels had surrounded the police post at Hammanskraal and was going to rush it after dark. Steps were at once taken to send reinforcements.

At midnight a mounted troop, consisting of fifty men of Enslin's Horse and a hundred South African Mounted Rifles, under Captain Rutherford, moved out to surround the rebels' position. Fifty infantry were also posted along the drift on riansars River to intercept the rebels. The enemy was found on Rondefontein in a very strong position, with sangars on a line of kopjes on the left (west) side of the road. Their flank was protected by a line of rugged hills and a high kopje dominated their rear.

Deadly Shooting.

Captain Rutherford ordered the South African Mounted Rifles to attack the position, holding his troop of Enslin's Horse in reserve. The fighting soon became furious, the shooting of the rebels being deadly. Some confusion was caused among Enslin's men by a stampede of horses. Captain Jacobs, with a small number of men, pushed round the left flank of the enemy, but came under a fierce fire that he had to withdraw round the hill to the right. On the left flank the enemy pushed out along the hill trying to envelop our position.

It was here that Captain Allan King, Sub-Native Commissioner at Pretoria, was killed. He had just previously helped a wounded trooper and bound up his wound, and was getting back to cover when he was hit.

About four o'clock in the afternoon it became evident that with the small force available it would be impossible to dislodge the enemy, who were in great force (over 300 strong and in a very strong position). It was decided to retire on Hammanskraal, and the withdrawal was carried out deliberately and in perfect order. The rebel losses so far known are two killed and five wounded, three dangerously, but it is reported that they buried seven of their dead. Japie Fourie is understood to be one of the wounded. We lost four killed and eleven wounded.

Aged Magistrate Slamboked.

Cape Town, November 24.—The end of the South African rebellion appears to be in sight. The rebel commandos are given no rest and are defeated and dispersed whenever met. Large numbers continue to surrender daily, notwithstanding the fact that the leaders have concealed the terms of the Government's amnesty from their followers. A report is published of the severe slamboking in the Orange Free State of a justice of the peace, aged 70, who had previously charged a rebel with sedition.—*Exchange.*

"Devilish Good."

Amsterdam, November 24.—A Berlin telegram, quoting the *Schwabische Mercury*, states that when Commander Briggs, who led the aeroplane raid on the Zeppelin factory at Friedrichshafen, and whose aeroplane was shot down, was taken to the hospital at Friedrichshafen, the officer escorting him warned the pilot not to indulge in any demonstration, saying that the prisoner was unarmed and under the protection of the Red Cross. Regarding the shots which brought him down, Commander Briggs remarked that the German army practice was "devilish good."

HOUSEKEEPER'S CLAIM.

BANK MANAGER SUED.

Plaintiff Says He Has Her Wardrobe.

In the Summary Court, this afternoon, before Mr. Justice Gompertz, Miss M. D'Almeida, 82, Wanchoi Road, sued J. D. F. Mulder, manager of the Bank of Canton, Limited. The plaintiff claimed \$113.74, being \$83.74 monies paid for and on behalf of the defendant at his request; \$15, one month's wages; and \$15 in lieu of notice. She also claimed the return of a navy blue serge overcoat, two white flannel blouses, one coat, one green cloth skirt, one red blanket, two Japanese screens, one embroidered frame, crin in the alternative, the sum of \$76, being the value thereof. The plaintiff also claimed the costs of the action.

Mr. J. H. Gardiner appeared for the plaintiff and Mr. O. F. Mason, of Messrs. D'Almeida and Mason, appeared for the defendant.

Mr. Gardiner said plaintiff was engaged in the capacity of a housekeeper to defendant in the absence of Mrs. Mulder. In the first place she was engaged as a seamstress to Mrs. Mulder for several years. Mr. and Mrs. Mulder moved to Conduit Road in the early part of last year, and about April the plaintiff was engaged as seamstress, and then Mrs. Mulder left Hongkong about the middle of May. Before she left she engaged plaintiff to act in the capacity of housekeeper, to order provisions, superintend the servants and do the general work of a housekeeper. She had lodgings in the house. She was paid a wage of \$15 per month. From time to time defendant used to give her money with which to pay for provisions. At the end of the month bills were submitted and Mr. Mulder gave her money. There was never a general settling up at all as far as he could ascertain. She left on July 25, though she was actually dismissed on the 23rd. She received in all \$200 from defendant towards the payment of the various sums that were to be paid by the plaintiff with the exception of one account with a comrade of \$70 odd. As the comrade was pressing her for the money although the account was made out against defendant—the comrade knew who the principal was but he kept worrying her—she gave an I.O.U. for the amount, making herself personally responsible. At the time she was dismissed she produced that account and Mr. Mulder gave her \$50 for which he said she had given a receipt. She denied she had signed such a document.

Mr. Mason:—Then Mr. Mulder is a forger?

Mr. Gardiner:—I don't know what Mr. Mulder is.

Continuing Mr. Gardiner said she was forbidden from going into the drying-room where her belongings were. They were originally in a wardrobe which was utilised by Mr. Mason when he went to live with Mr. Mulder. Defendant, when asked for the things, said plaintiff could have the things when Mrs. Mulder returned.

His Lordship: A servant cannot make herself liable for her master's accounts.

Mr. Gardiner:—She has. His Lordship said she could sign I.O.U.s for all sorts of things.

Mr. Gardiner said her name was on the bill.

His Lordship:—Both names?

Mr. Gardiner:—Yes.

His Lordship:—Supposing she recovers from this defendant, the comrade might also recover from this defendant.

Mr. Gardiner:—If it is not paid.

His Lordship:—Supposing she does not pay?

PAN-GERMANISM.

Some Views on the War.

Frank Bohu is an intelligent writer whom we usually dislike, says an American paper, for we consider that he twists facts and logic to serve political Socialism. Nevertheless he seems to us to have done a piece of really admirable work in "The European Explosion," published in the September issue of the *New Review*. It is the more to his credit because we take him to be of German extraction, and he exposes remorselessly what he calls "the gross swindle of Pan-Germanism," with its ambition to subjugate the Southern Slavs, Germanise Europe to the Black Sea and make itself a dominating commercial force in Asia. Bohu shows with admirable lucidity that half the population of the Austro-Hungarian monarchy is Slav, and that its 24,000,000 Slavs are politically subservient to the 12,000,000 Germans. He shows further that Germany—which means the Kaiser and his military following—dictates the policies of Austria, and that the purpose of Austria, at German's dictation, was indisputably to crush out Serbia. As he remarks: "Austria made ten demands upon Serbia and gave her forty-eight hours in which to reply. This insultingly short time is a Prussian military method the purpose of which is to attack a weak enemy before he can be ready. The Serbian Government was forced to choose between peace or war without even consulting its legislature or taking time to think clearly." He considers that Serbia's action in submitting to all except the fifth demand was "abject to the point of complete moral stultification."

Most important is his clear demonstration that "the Germans, whom the outer world has known to be so methodical, careful, philosophical and scientific, have been building their government and laws, and hence their industrial and educational life, their whole complex civilisation, upon quicksands," for they have been rearing it on the foundation of "a brutal, egotistical, headed by the Kaiser."

Mr. Gardiner:—I think there is a writ against Miss D'Almeida. Plaintiff said she did not know what she was dismissed for. She was dismissed on the 23rd at nine o'clock at night and she left on the 25th. Defendant gave her \$50 and asked for a receipt; it had to include the payment for everything. She showed him a bill and he refused to pay any more money. The money due for outstanding accounts was over \$50. She took the \$50, but the bills came to more.

By Mr. Mason:—She did not go to Mr. Mulder and ask to provide food for Mr. Mason and himself for \$40 each. She was not told that that amount would not do; that it was not sufficient.

Mrs. Mulder made the arrangement with her before going away. The amount was \$40 each.

Mr. Mason:—You had a little habit of sleeping in the drawing-room and the dining room?—As there was no one in the house I slept there and Mr. Mulder wanted to send me out at half past one in the morning.

Witness denied she was told she could have nothing further to do with keeping house, but as she was Mrs. Mulder's maid she could remain there at \$15 per month. He (defendant) chased her. She could not get a house and she had to get a room at the Nomura Hotel. He stood near her room and said she had to go out of the house. She did not take two baskets and a parcel out of the house on the 24th. When she spoke to Mr. Mulder over the bills he said "Go away" and she sent her out of the house like a dog. When she signed the receipt produced it had not all the writing on which it now contained. Mr. Gardiner held a paper similar to the one signed. The signature was something like her handwriting, but she would not swear it was hers. She did not suggest it was a forgery; she would leave it to his Lordship. She understood English when it was written, and it was hardly likely she would sign a receipt for a sum that was insufficient. Later witness said she did not sign the receipt, adding, "You may kill me, but I did not sign that paper. I had nothing to eat or drink for two days."

The hearing was adjourned.

"COVERED WITH GLORY."

Sir H. Smith-Dorrien's Tribute to D.C.L.I.

The D.O.L.I. has received a splendid tribute from Sir H. Smith-Dorrien. Writing to Commander S. Olivier, R.N., a letter of sympathy on the death of his brother, the famous general says:—

"The Cornwalls are one of the best battalions in my Army Corps, and your poor brother was regarded as one of the best leaders in it. I had quite a long talk with him a few days before he met his noble death. He was so well, and in such excellent spirits and full of enthusiasm, and the news that he, too, had fallen a victim to the insatiable greed of Germany came as a great shock to me. It is impossible to gauge the loss he must be to you and his father, but it must be a satisfaction to know that he was a brilliant leader in a battalion which has covered itself with glory. I look forward to the time when, the war being over, I can come and talk to you about him. Meanwhile, I can only tell you what a loss he is to the Army."

CORRESPONDENCE.

[The opinions expressed by the correspondents are not necessarily those of the "Hongkong Telegraph."]

FRANCE AND THE WAR.

(To the Editor of the *Hongkong Telegraph*.)

Sir,—You published yesterday, in your most interesting paper, a leading article on "France and the War," which not only strikes a right note but also shows feelings of sincere friendship and appreciation for the French nation—for which I beg to send you my very best thanks.

With such mutual good feeling and esteem, we will win the victory over the common enemy of our countries and of civilisation.

Yours, etc.

GASTON LIEBERT,
Consul-General for France,
Hongkong, Jan. 6, 1914.

VOLUNTEER ORDERS.

Corps Orders issued to-day by Lieut.-Col. A. Chapman, V. D., state:—

Field Day, 10th instant.—Pull-throughs and flannelette must be carried to clean rifles after firing blank ammunition. Members of the Corps residing at Kowloon will parade at 8.30 a.m. at the Ferry Wharf. The Senior Officer present will take charge and will report to the Commandant for orders on his arrival.

Transfers.—Privates V. R. Oswald and G. Grotti from R. K. V. R. to Engineer Company dated 5. 1. 15. Pts. W. S. Batcock from Engineer Co. to Left Section M. G. Co. dated 6. 1. 15.

Parades.—Parades for Thursday, 7th instant; 5.15 p.m. Nos. 1 and 2 Sections Artillery and Left Section M. G. Co.; 10 p.m. drill at Headquarters. Remainder, skirmishing under Company Commanders.

Detail.—Orderly Officer, 2nd Lieut. Cunningham, Orderly Sergeant, Corpl. Shenton. To Turkish Guard to-night, No. 2 Section Artillery; to-morrow, No. 1 Section Artillery and Left Section M. G. Co.

ed the receipt produced it had not all the writing on which it now contained. Mr. Gardiner held a paper similar to the one signed. The signature was something like her handwriting, but she would not swear it was hers. She did not suggest it was a forgery; she would leave it to his Lordship. She understood English when it was written, and it was hardly likely she would sign a receipt for a sum that was insufficient. Later witness said she did not sign the receipt, adding, "You may kill me, but I did not sign that paper. I had nothing to eat or drink for two days."

The hearing was adjourned.

NOTICES

GARDEN FETE
organized by the
STUDENTS' UNION
will be held
in the Grounds of the University
on
SATURDAY, January 30th
from 3-7 p.m.

Under the distinguished patronage
of His Excellency the
Governor and Lady May.

Proceeds to be given to the
PRINCE OF WALES'
NATIONAL RELIEF FUND.

Admission: 50 cts.

SINGON & CO.

Established A. D. 1880.

**IRON, STEEL, METAL AND HARD-
WARE MERCHANTS.** Wholesale
and Retail Ironmongers, Pig Iron and
Foundry Castings, General Store-
keepers and Shipchangers, Nos. 35 and
37, King's Road, (2nd Street, west
of Central Market) Telephone No. 515.

AMERICAN DENTISTRY.**PORCELAIN FILLINGS.**

The latest improvement in
Lasting Workmanship and Pain
Operations. No charge for examination.
Fees moderate. Diploma, Tokyo.

Dr. T. YAMASAKI.

34, Queen's Road Central
(Corner of Flower Street.)
Telephone 62.

**CIGARETTE & TOBACCO
FUND FOR THE ALLIED
FORCES AT THE FRONT.**
Will these Ladies and Gentle-
men who hold Subscription Lists
kindly send them to be entered
up to one of the following:-
"South China Morning Post."
"Hongkong Telegraph."
Geo. J. B. Sayer.

19, Queen's Road Central.
APPEAL.
As the Committee are sure
that many Ladies and Gentle-
men are in sympathy with this
movement to give a little comfort
to the Allied forces who are
fighting our battles, donations will
be thankfully received, and Sub-
scription Lists can be obtained
from any of the above.

CONSIGNEES

**THE ROYAL MAIL STEAM
PACKET COMPANY.**

THE Steamship
"MERIONETHSHIRE"

From **PORTLAND, SEATTLE**
and **VANCOUVER.**

The above Steamer having
arrived, Consignees of Cargo
are hereby notified to send
in their Bills of Lading for coun-
tersignature, and to take im-
mediate delivery of cargo from
alongside.

Cargo impeding discharge or
remaining on board after 9 a.m. on
30th inst. will be landed at Con-
signees' risk and expense and deli-
very must then be taken from the
hazardous and/or extra hazardous
Godowns of the Hongkong and
Kowloon Wharf and Godown
Co., Ltd.

No Fire Insurance whatever
will be effected.
No claim will be recognised
after the Goods have left the
steamer or Godowns, and all goods
remaining in Godown undelivered
on 6th Jan. at 6 p.m. will be
subject to rent.

All chafed and otherwise dam-
aged cargo must be left in Go-
down and examination of same
will be held on 6th Jan. at 9.30 a.m.
All Claims must be presented
on or before 10th January, 1915
otherwise they will not be re-
cognised.

**JARDINE, MATHESON
& CO., LTD.**
Agents.
Hongkong, 29th December, 1914.

Don't forget the Show
upper and Light Refreshments
ALEXANDRA CAFE.
Open till midnight.

ENTERTAINMENTS.

AMATEUR DRAMATIC CLUB

PRESENTS AT THE

THEATRE ROYAL

An Afternoon with the Fairies

ON

WEDNESDAY, JANUARY 6TH AT 4.30 P.M.

in aid of

THE BELGIAN RELIEF FUND.

Under the distinguished patronage of H.E. Sir F. H. May, K.C.M.G.,
Major-General F. H. Kelly, C.B., and Commodore
R. H. Anstruther, C.M.G.

A BALLET

ENTITLED

"Snowwhite and the Frog Prince"

IN 3 PARTS & 4 TABLEAUX.

Booking at Moutries

PRICES AS USUAL.

Chil' ren Half Price.

Soldiers and Sailors in Uniform Admitted at Half Price.

VICTORIA THEATRE.

FRIDAY, 8th January, 1915

The Best Picture Programme
ever presented to the Public, when the Great Military Picture
in 4 Parts—4,000 Feet Long.
(Thrilling) "High Treason" (Startling)
will be screened. This Film has been obtained at great expense.

Also

4th Series of**WAR PICTURES**

in 3 Parts—3,000 Feet Long.

The Best that has ever been shown.

BIJOU SCENIC THEATRE.

3 NIGHTS ONLY 3

Commencing Wednesday, 6th January.

"THE LIFE OF A MOTHER"

in 3 Parts—Length 4,000 Feet.

a great powerful and thrilling drama.

"PAPA'S HAT"

a clever picture and a good comedy.

in 2 parts—Length 3,000 Feet.

"HAVE HIM ARRESTED"

a great scream.

ORGAN RECITAL**ST. JOHN'S
CATHEDRAL.**

MONDAY, JANUARY 11TH

AT

5.30 P.M.

PUBLIC AUCTION.**GEO. P. LAMMERT.**

AUCTIONEER, SHARE & GENERAL BROKER

A VALUABLE COLLECTION OF ANTIQUE CHINA & CURIOS
(Just arrived from the North, being the property of the
well-known collector, Mr. Lah Ven Kee).

**THE Undersigned has received instructions to sell by Public
Auction on**
Friday & Saturday the 8th & 9th January, 1915, commencing
each day at 2.30 p.m. at his Sales Rooms, Duddell Street,
A Valuable Collection of Antique China & CuriOS from Sunz to
Ming Dynasties and Kanghi to Towkwong Periods, comprising:
5-coloured, 3-coloured and Blue and White Vases, Plates,
Bowls and Figurines, etc., etc.
Sang-de-bocuf vases; White "Goddess of Mercy" (Ming).
Large bronze vases, Sung.
Fine Crystal Vases & Snuff Bottles.
Porcelain & Apatite Snuff Bottles.
Green & Red Jade Ornaments.
Old lacquered screens with 5-coloured decorations &
Blackwood screens with blue & white & 5-coloured Kanghi &
Kienlung porcelain plaques, pottery & porcelain pictures
inlaid in wood, etc., etc.

A few pieces of Sopchow Red Wood.
N.B.—The Undersigned will give a 2-weeks' guarantee as to
the genuineness of the articles offered.
Catalogues will be issued.
Terms—Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.

OFFICIAL MARKET PRICES

Hongkong, December 4, 1914.

BUTCHER MEAT.

Beef Sirloin & Prime Cut, — Mei Lung Pa	lb.	21
" Corned, — Ham Ngau Yuk	"	21
" Roast, — Shiu	"	21
" Breast, — Ngau Lam	"	19
" Soup, — Tong Yuk	"	16
" Steak, — Ngau Yuk Pa	"	22
" do., — Sirloin, — Ngau Lau	"	33
" Sausages, — Ngau Cheung	"	26
Bullock's Brains, — No	per set	12
" Tongue, fresh, — Ngau Li	each	50
" corned, — Ham Ngau Li	"	80
" Head, — Ngau Tau	lb.	12.20
" Heart, — Ngau Sum	lb.	14
" Hump, Salt, — Ngau Kin	"	22
" Feet, — Ngau Keuk	each	12
" Kidneys, — Ngau Yiu	"	12
" Tail, — Ngau Mei	"	20
" Liver, — Ngau Kon	lb.	13
" Tripe (undressed), — Ngau To	"	6
Calves' Head & Feet, — Ngau-tai-tau-keuk	set	1.20
Mutton Chop, — Young Pei Kwat	lb.	26
" Leg, — Young Pei	"	26
" Shoulder, — Young Shau	"	24
" Saddle, —	"	27
Pigs Chitlings, — Chu Ohong	"	27
" Brains, — Chu No	per set	24
" Feet, — Chu Keuk	lb.	14
" Fry, — Chu Chap	"	16
" Head, — Chu Tau	"	16
" Heart, — Chu Sam	each	12
" Kidneys, — Chu Yiu	"	18
" Liver, — Chu Kon	lb.	30
Pork, Chop, — Chu Pak Kwat	"	26
" Corned, — Ham Chu Yuk	"	30
" Leg, — Chu Pei	"	30
" Fat or Lard, — Chu Yau	"	20
Sheeps' Head and Feet, — Young Tau Keuk	set	60
" Heart, — Young Sam	each	8
" Kidneys, — Young Yiu	"	12
" Liver, — Young Kon	lb.	27
Sucking Pigs, to order, — Chu Tsai	"	22
Suet, Beef, — Shang Ngau Yau	"	22
" Mutton, — Shang Young Yau	"	27
Veal, — Ngau Tsai Yuk	"	19
" Sausages, — Ngau Tsai Cheung	"	20
Lard, — Chu Yau	"	22

POULTRY.

Chicken, — Kai Tsai	lb.	30
Capon, Large, Small, — Sin Kai	"	30
Ducks, — Ap	"	24
Doves, — Pan	"	18
Eggs, Hen, — Kai Tan (cooking)	per doz	24
Fowls, Canton, — Kai	lb.	34
" Hainan, — Hoi Nam Kai	"	28
Geese, — Ngo	"	24
Pigeons, Canton, — Pak Kap	each	30
" Hoihow, — Hoi How Pak Kap,	"	25
Snipe, — Sha Tsui	each	23
Turkeys, Cook, — Fo Kai Kung	lb.	65
" Hen, " " Ne	"	45

FISH.

Barbel, — Ka Yu	lb.	18
Bream, — Pin Yu	"	20
Canton Fresh Water Fish, — Hoi Sin Yu	"	17
Carp, — Li Yu	"	22
Catfish, — Chik Yu	"	15
Codfish, — Mun Yu	"	16
Crabs, — Hai	"	24
Outle Fish, — Muk Yu	"	18
Dab, — Sha Mang Yu	"	14
Dace, — Wong Mei Lap	"	15
Dog Fish, — Tit To Sha	"	12
Eels, Conger, — Hoi Man	"	13
" Fresh water, — Tam Gai Yu	"	20
" Eels, Yellow, — Wong Sin	"	32
Frogs, — Tin Kai	"	33
Garoupa, — Shek Pan	"	45
Gudgeon, — Pak Kap Yu	"	18
Herrings, — Tso Pak	"	25
Halibut, — Cheung Kwan Kap	"	28
Labrus, — Wong Fa Yu	"	20
Loach, — Wu Yu	"	26
Lobsters, — Lung Ha	"	30
Mackerel, — Chi Yu	"	20
Monk Fish, — Mong Yu	"	32
Mullet, — Chai Yu	"	20
Oysters, — Shang Ho	"	24
Parrot Fish, — Kai Kung Yu	"	12
Perch, — Tan Lo	"	24
Pike, — Fa Pan, Fong	"	18
Plaice, — Pan Yu	"	14
Pomfret, Black, — Hak Ohong	"	28
Pomfret, White, — Pak Ohong	"	32
Prawns, — Ming Ha	"	40
Ray, — Pai Pa Sha	"	12
Rock Fish, — Shek Kiu Kung	"	18
Roach, — Chun Yu	"	12
Salmon, — Ma Yau	"	35
Shark, — Sha Yu	"	8
Skate, — Po Yu	"	10
Shrimps, — Ha	"	24
Snapper, — Lap Yu	"	32
Soles, — Tat Sha Yu	"	32
Tench, — Wan Yu	"	20
Turbot, — Cho, How Yu	"	20
Turtles, small, fresh water, — Keuk Yu	"	64

FRUITS.

Almonds, — Bang Yan	lb.	35
Apples, (California) — Kam Shan Ping Kho	"	18
" (Chafoo) — Tin Chun Ping Kho	"	18
" Small, — Hoi Tong	"	18
Bananas, Irregular, Canton, — San Shing Heng China	lb.	18
" (brides), Macao, — San Heng China	"	3
Chestnuts, Chinese, — Fong Lut	"	18

肉食

Carambola, — Young To	each	10
Coconuts, — Ye Tso	each	12
Grapes, — Po Tai Tso	lb.	30
Lemons, China, — Ling Mang	"	6
" America, — Kam Shan Ling Mang	"	12
Lichees Dried, — Lai Chi, small Stone	"	30
" Fresh,	"	30
Oranges, (Canton) — Shan-shang Tim, Ohing	lb.	10
" Sweet,	"	10
Pears, (American), — Kam San Shoot Lay	"	10
" (Canton), Cooking, — Sha Li	"	10
Peanuts, — Fa Shang	"	10
Persimmons Large, — Hung Tsz	"	8
Pine-apples, 1st quality, — Pan Ti Po Lo	each	10
" 2nd, — Chung-tang Po Lo	"	10
Plantain, — Tai Chiu	lb.	3
Plums, — Swatow, Hung Lai	"	15
Pumelo, Siam, — Ohim Lo Yau	each	15
" Shanghai, — Lo Kwat	"	15
Walnuts, — Hop To	lb.	15
" Green, — Sang Hop Tso	"	15
Water Melon, — (Am.) Kom San Sui Kwa	each	10

VEGETABLES, &c.**菜蔬**

Artichokes, Shanghai, — Sheung-hoi Ah Chi	lb.	10
" Cheuk	"	10
Beans, (French), Macao, — Oh Moon Pin Tau	"	10
" (French) Shanghai, — Sheung Hai Pin	"	10
" Sprout, — Ah Choi	"	10
" Long, — Tau Kok	"	10
Beet Root, — Hung Choi Tau	each	8
Bitter Squash, — Fu Kwa	"	8
Brinjals, Green, — Ching Yuan Kwa	"	8
" Red, — Hung Ko	"	8
Cabbage, Chinese, (common), — Kai Tsoi	"	10
Cabbage, Shanghai, — Ye Tsoi	"	14
Cane Shoots, bunch, — Kau Shun	lb.	8
Carrots, — Kam Shun	"	12
Celery, Chinese, — Tong Kan Tsoi	"	12
Chillies Dried, — Kon Lap Chiu	"	30
" Red, — Hung Fa Chiu	"	18
" Green, — Ching Lap Chiu	"	12
Curry Stuff, English, — Ka Li Chu Liu	"	10
Cucumbers, — Ching Kwa	each	2
Garlic, — Sun Tau	lb.	8
Ginger, young, — Sun Tse Keung	"	6
" old, — Lo Keung	"	8
Horse Radish, Shanghai, — Lik Kan	"	15
Indian Corn, — Suk Mai	each	5
Lettuce, — Young Shang Tsoi	"	1
Water Chestnuts, — Ma Tai	lb.	6
" Mandarin, — Kwai Lan Ma Tai	"	8
Mushrooms, Fresh, — Shang Oho Ko	"	35
Musk Melon, Amer. — Kam-san Hong Kwa	each	12
Okroes, —	"	12
Onions Bombay, — Young Ohong Tau	"	8
" Green, — Shang Ohong	"	6
" Shanghai, — Sheung-hoi Ohong Tau	"	6
Paraley, — Kun Tsoi	lb.	8
Green Peas, — Ching Tau	lb.	10
Potatoes, Sweet, — Kan Shu	"	3
" Shanghai, — Sheung-hoi Shu Tso	"	3
" Japan, — Yut Pan Shu Tsoi	"	3
" American, — Fa Ki Shu Tsoi	"	3
" Foochow, — Foo-chow Shu Tsoi	"	3
Pumpkin, — Tong Kwa	"	3
Radish, — Hung Lo Pak Tsoi	"	5
Rhubarb (Fresh), — Tai Wong	"	12
Sage, — Tse So	"	12
Shallots, — Kon Chung Tau	"	8
Spinach, — Yin Tsoi	"	5
Tomatoes, — Han Ke	"	8
Taro, — Wu Tau	"	6
Turnips, Funt, (Long), — Lo Pak	"	5
" English, — Young Lo Pak	"	5
Vegetable Marrow, — Chit Kwa	"	4
" (American), — Ka-san Chit Kwa	"	4
Water Cress, — Sai Young Tsoi	"	15
" Lily root, — Lin Ngau	"	6
Yams, — Ta Shu	"	8
" English, — Young Kan Choi	"	8
" Tau	"	8

生口

DIARY OF WAR.

COUNTRIES AT WAR.

Germany	Britain.
Austria	Russia.
Turkey	France.
	Belgium.
	Japan.
	Serbia.
	Montenegro.

ARMY TERMS EXPLAINED.

Army corps is a complete army on a small scale in itself. The strength varies from 35,000 to 45,000 men.

Division is a force of infantry, cavalry, and artillery, usually with a strength of from 15,000 to 20,000 men.

Brigade is a force of infantry or cavalry. The infantry brigade is from 4,000 to 7,000 strong. The cavalry brigade is from 1,000 to 2,000 strong.

Regiment of infantry is from 2,000 to 4,000 strong. A cavalry regiment is from 500 to 1,000 men strong.

Squadron of cavalry is from 150 to 200 men strong.

Battery of artillery in the British and French armies has 6 guns and about 200 men. In the German Army consists of 4 guns and 150 men. In the Russian Army it consists of 8 guns and 250 men.

Events that Brought It About.

1878.—Berlin Congress charges Austria-Hungary with the "occupation of Bosnia and Herzegovina."

1895.—Austria-Hungary saves Serbia from destruction by Bulgaria.

1908.—Tariff war between Austria-Hungary and Serbia.

1908.—Annexation of Bosnia and Herzegovina by Austria-Hungary.

1912.—Serbo-Bulgarian Alliance with a clause against Austria.

1913.—Serbia thrown back from the Adriatic in favour of an independent Albania.

1914.—June 28.—Archduke Franz Ferdinand and Consort assassinated by a Serbian student at Sarajevo.

July 23.—Austria-Hungary Note delivered to Serbia demanding suppression of Pan-Serbian movement and punishment of accomplices in assassinations. Answer required by 6 p.m. same day.

July 24.—Details of Note published and proved unexpectedly severe. Semi-official *Pester Lloyd* affirms that Germany will suffer no third party to intervene between Austria and Serbia.

July 25.—Russian Cabinet meets; announced that mobilisation proceeds forthwith.

Since Fighting Began.

July 27.—Serbian troops aboard Danube steamer fire on Austrian troops; engagement ensues. Sir Edward Grey announces his efforts to arrange conference of Ambassadors.

July 28.—Austria declares war on Serbia. Germany considers Sir Edward Grey's suggested conference has no prospect of success.

July 30.—British First Fleet leaves Portland under sealed orders. Belgrade in flames.

July 31.—Germany asks Russia for explanation of her mobilisation. Attack on Belgrade continues. Martial law in Germany. London Stock Exchange closed.

August 1.—Austrian Reserve called out. German ultimatum to France and Russia, expiring at noon. Italy declares neutrality. Evidence of Australian loyalty. Bank of England rate 10 per cent. Germany declares war. First shots fired by Russian frontier patrol on Germans near Proskien; no casualties.

August 2.—British cabinet meets and adjourns till evening. Cossacks invade Germany near Biala. Germans invade France near Oirey. Germans enter Luxembourg. Germany promises indemnity to Luxembourg.

August 3.—Severe fighting on River Drin between Serbians and Austrians. Patriotic scenes outside Buckingham Palace.

August 4.—Earl Kitchener

sails, but is recalled. War declared between Britain and Germany.

August 5.—Germans invade Belgium. Japan to take measures to discharge Treaty obligations to Britain. Germans violate Dutch territory at Tilbourg. Russian and German troops in contact on frontier. Bombardment of Liege begun by Germans. Sir John French gazetted Inspector General of British Forces; Admiral Jellicoe becomes supreme commander of the Fleet.

August 6.—German troops reported to have been repulsed by Belgians in fighting near Liege. Numerous German prizes brought to British ports. Earl Kitchener appointed Secretary for War. H.M.S. Amphion sinks German mine-layer Koenigin Luise and later strikes mine and sinks herself.

August 7.—German Cavalry division routed by Belgians in Luxembourg. Germany asks for armistice; admits 25,000 men are *hors de combat*.

August 9.—Germans evacuate Luxembourg; owing to French advance. Japan issues ultimatum to Germany. German submarine sunk by British warship. Reported that Japan has issued ultimatum against Germany.

August 14.—Liege still intact. Belgium asks France to accommodate 2,000 German prisoners. Transportation of French troops to Belgium complete; whole force ready to advance. Belgians drive enemy eastward; no German cavalry between Haselt and Ramillies.

August 15.—French troops enter Belgium at Charleroi. Bavarian Army Corps defeated by French at Avricourt and Oirey.

August 16.—Japan sends ultimatum to Germany demanding that Kiaochow be handed over to Japan, with a view to eventual restoration to China; answer required by noon on August 23. French Fleet attacks Austrian Fleet off Badua, sinking two ironclads and setting fire to another.

August 17.—Officially announced that British Expeditionary Force safely lands on French soil.

August 18.—Belgian Royal Family and Government move to Brussels.

August 20.—Germans occupy Brussels.

August 22.—Germans impose war levies of £2,000,000 and £3,000,000 respectively on Province of Liege and City of Brussels. Canadian House of Commons pass war appropriation of \$50,000,000. Servians rout Austrians along the Drina.

August 23.—Japan declares war on Germany.

August 26.—Russians continue on offensive on East Prussian frontier. German forces being compelled to retreat on Koenigsberg. Russian advance in East Prussia continues. Togoland surrenders to British.

August 28.—British Fleet sinks three German cruisers and two destroyers off Heligoland.

August 29.—German troops being withdrawn from Belgium; owing to Russian advance. Earl Kitchener announces that two Divisions and a Cavalry Division from India are being sent to France.

August 30.—Apia, in German Samoa, surrenders to expeditionary force from New Zealand.

August 31.—Allies occupy line extending from mouth of the Somme inland along the river, past the fortresses of La Fere and Laon, towards Mezieres.

Sept. 1.—German Cavalry Corps marches on Forest of Compiègne, and is engaged by British, who capture ten guns.

Sept. 2.—Japanese occupy seven islands of Kiaochow, and remove 1,000 mines. French Government removes to Bordeaux for purely military reasons.

September 3.—Russians defeat Austrians and occupy Lemberg. Additional list of British casualties issued. General Gallieni issues proclamation saying he will defend Paris to the end.

September 4.—Russians occupy Haidica. Announced that in seven days' fighting, Russians have captured 40,000 prisoners. New British recruits total 200,000.

September 5.—German squadron sinks 15 British fishing boats in North Sea, the crews being taken prisoners. Announced that British, France, and Russia mutually engage not to conclude peace separately during the war.

September 7.—Announced that H.M.S. Pathfinder struck a mine off the East coast and rapidly foundered. Official report issued stating that German enveloping movement is abandoned; British superiority over Germans clearly demonstrated.

September 8.—Russians capture Mikolajoff and Rawarska, and convert Galicia into Russian Province.

September 10.—Forces of 60,000 Germans hurrying through Belgium to assist defeated Right Wing in France. British forces cross the Marne; enemy retreat 25 miles.

Sept. 11.—German retreat continues; announced that in four days the Allies have advanced 37.1-2 miles. British squadrons make a complete sweep of the North Sea; no German ship seen.

Sept. 12.—Whole German right wing falling back in disorder, Allies pursuing them. German cavalry reported exhausted. Provinces of Antwerp and Limburg entirely free of enemy. Australian Squadron occupies Herbarthöhe, German New Guinea. French troops occupy Soissons and Lunville. German left wing retreating.

Sept. 14.—Germans evacuate Amiens, and give way at Reims and Brabant-la-roi. Crown Prince's Army driven back. French territory on east frontier free of enemy. Russians capture 8,000 prisoners and great quantities of war material at Rawarska, and occupy Czarnowitza. Servians defeat 90,000 Austrians at the angle of the Rivers Drina and Save. Announced that German cruiser Hela was sunk by hostile submarine.

Sept. 16.—Crown Prince's Army driven further back. Allies occupy Rheims; 600 prisoners captured on the right of the British. Announced that Brigadier General N. Findlay is killed. Sixteen hundred German prisoners landed in England.

Sept. 18, 19 and 20.—Battle of the Aisne continues. German counter-attacks failing. Germans fire on Rheims Cathedral, setting historic building on fire.

Sept. 22.—H.M. ships Aboukir, Oresay and Hogue sunk by German submarines in the North Sea. Battle of the Aisne continues without appreciable change in the situation.

Sept. 23 to 26.—The great battle continues; German counter-attacks being everywhere repulsed. Land fighting begins around Taingtan.

Sept. 27.—Capital of the Cameroons surrenders unconditionally to British Forces.

Sept. 28 and 29.—Battle of the Aisne continues. Allies beat back severe attacks by the enemy.

Sept. 30.—Big battle continues in favour of Allies, who make slight progress all along the line. Germans bombard Antwerp, but are repulsed. Russians continue to progress and are reported half way to Buda Pest.

Oct. 1.—Announced that H.M.S. Cumberland has captured nine German liners and one gunboat in Cameroons River. Allies' position in France reported entirely satisfactory.

Oct. 2.—Germans vigorously bombard Antwerp. British Admiralty announces adoption of mine-laying policy as a counter-measure to German activity.

Oct. 3.—French President and Ministers start on visit to congratulate armies in the field. The Czar leaves for the front. Big battle continues in France, Crown Prince's Army being repulsed near Varennes.

Oct. 4.—Germans make night attack at Taingtan, but are defeated, losing 47 killed. In the big battle Allies twice destroy enemy's lines of communications. Russians defeat and pursue Germans.

Oct. 7.—Bombardment of Antwerp continues. German commander warning populace. Belgian Government removes to Ostend. German cruiser Cormoran and two gunboats sank in Kiaochow Bay. Big battle still proceeding, fighting becoming increasingly violent.

Oct. 11.—Fall of Antwerp announced. Allies still progress all along the line. Germans drop 20 bombs on Paris.

Oct. 12.—German aviators drop six more bombs on Paris.

Oct. 13.—Commando under Colonel Morris revolts in the Cape Province, having concluded an agreement with Germans. Belgian Government removes to Havre, in France. Allies resume offensive.

"real progress" reported.

Oct. 14.—Announced that Russian cruisers sink two German submarines in the Baltic. Canadian contingent arrives at Plymouth. H.M.S. Yarmouth sinks the Markomanna and captures the Pontoporos (Emden's supply ship) off Sumatra.

Oct. 15.—Allies make further progress, occupying a line from Ipres to the sea. H.M.S. Hawke sunk by submarine in the North Sea.

Oct. 16.—Four German destroyers sunk off the Dutch coast.

Oct. 17, 18 and 19.—Further advances of Allies reported, notably on the Left Wing. French cruiser Waldeck Rousseau sinks Austrian submarine off Dalmatian coast.

Oct. 20.—Japanese occupy Marshall, Marianne and Caroline Islands.

Oct. 21.—Announced that the Emden sinks five more British vessels and captures another. British warships do great work off the Belgian coast, shelling the enemy's trenches and wrecking six batteries. Germans who had advanced on Warsaw compelled to retreat, Russians pursuing them. British naval flotilla continues to bombard German flank.

Oct. 23.—Severe fighting on the Left Wing, the Allies continuing to make progress. Steamer Orefeld arrives at Las Palmas with the crews of 13 steamers sunk by the German cruiser Karlsruhe, mostly in the Atlantic.

Oct. 24.—British destroyer Badger sinks German submarine

off Dutch coast. Announced that there are nine German cruisers on the high seas, and that 70 warships of the Allies are searching for them.

Oct. 25 to 28.—Allies continue to progress on the Left Wing, and Russians advance to Lowicz and Lodz, driving the Germans before them. French drive enemy over frontier east of Nancy.

Oct. 28.—Five men sentenced to death in connection with the assassination of Prince Franz Ferdinand, and others sent into penal servitude.

Oct. 29.—Russians break resistance of last units of the enemy north of the Pilica, and the whole Austro-German Army retreats.

Oct. 30.—Reported that the Emden enters Penang harbour and sinks the Russian cruiser Jemchug and a French destroyer. Turkish warships enter open port of Odessa and bombard Russian ships. Turkish cruiser bombards Theodosia, in the Crimea.

Oct. 31.—Germans attempt general offensive movement from Nienport to Arras, but Allies still advance. Enemy reported to be withdrawing from Dixmude. Russians still advance in Poland and East Prussia.

Nov. 1.—British cruiser Hermes sunk by submarine in the Straits of Dover. British, French and Russian Ambassadors in Constantinople request passports. Most of the German forts at Tsingtau silenced by Japanese and British bombardment. British and French Ambassadors leave Constantinople. Announced that 2,000 armed Bedouins have

penetrated Egyptian territory. Germans continue violent attacks on Belgium and France, but are everywhere repulsed. British Government to shortly issue war loan of £200,000,000. Turkey apologises to Russia, but endeavours to throw the responsibility on the latter.

Nov. 3.—H.M.S. Minerva bombards Akabi, which is evacuated. Taingtan story from British Headquarters issued showing how a large body of British troops was transferred from the Aisne to the battle on the north coast, and how in subsequent fighting the enemy suffered terribly from our offensive. Submarine D5 sunk in skirmish with retreating German squadron in North Sea. German abandon left bank of the Yser below Dixmude. Anglo-French Squadron bombards the Dardanelles.

Nov. 4.—German cruiser Yorck strikes chain of mines blocking entrance to Jable Bay and sinks.

Nov. 5.—War between Britain and Turkey declared. Annexation of Cyprus announced.

Nov. 6.—Austrians retreating along whole front before Russians. France declares war with Turkey.

Nov. 7.—Fall of Tsingtau announced. Russians continue triumphant march, capturing many prisoners and guns. Allies still make progress.

Nov. 8.—Announced that the surrender of Tsingtau is unconditional. Russian cavalry enters German territory from beyond the Vistula.

Nov. 9.—Colonial contingents given great reception at Lord

Mayor's Show. Patriotic speeches at the Guildhall banquet. German cruiser Emden caught off Coos Islands by H.M.A.S. Sydney engagement ensues; Emden goes ashore and is burnt out; Commander and a nephew of the Kaiser among the prisoners.

Nov. 10.—German cruiser Koenigsberg imprisoned in the Ruffi River, German East Africa by sinking of colliers at the river's mouth. Russians still advancing in Poland and East Prussia.

Nov. 12.—Severe fighting in France and Belgium; Germans take Dixmude, but Allies hold their own elsewhere. Further Russian advance in East Prussia. Admiralty announces that, in absence of information, loss of cruisers Good Hope and Monmouth must be assumed.

Nov. 13.—Mr. Asquith announces that British casualties in France up to October 31 total 57,000. Christian De Wet's rebel commando severely defeated by General Botha. Announced that supplementary vote for another million men will be asked for, bringing British Army up to 2,185,400, exclusive of Territorials.

Nov. 14.—Egyptian Mohammedans give expression to remarkable feelings of loyalty towards British.

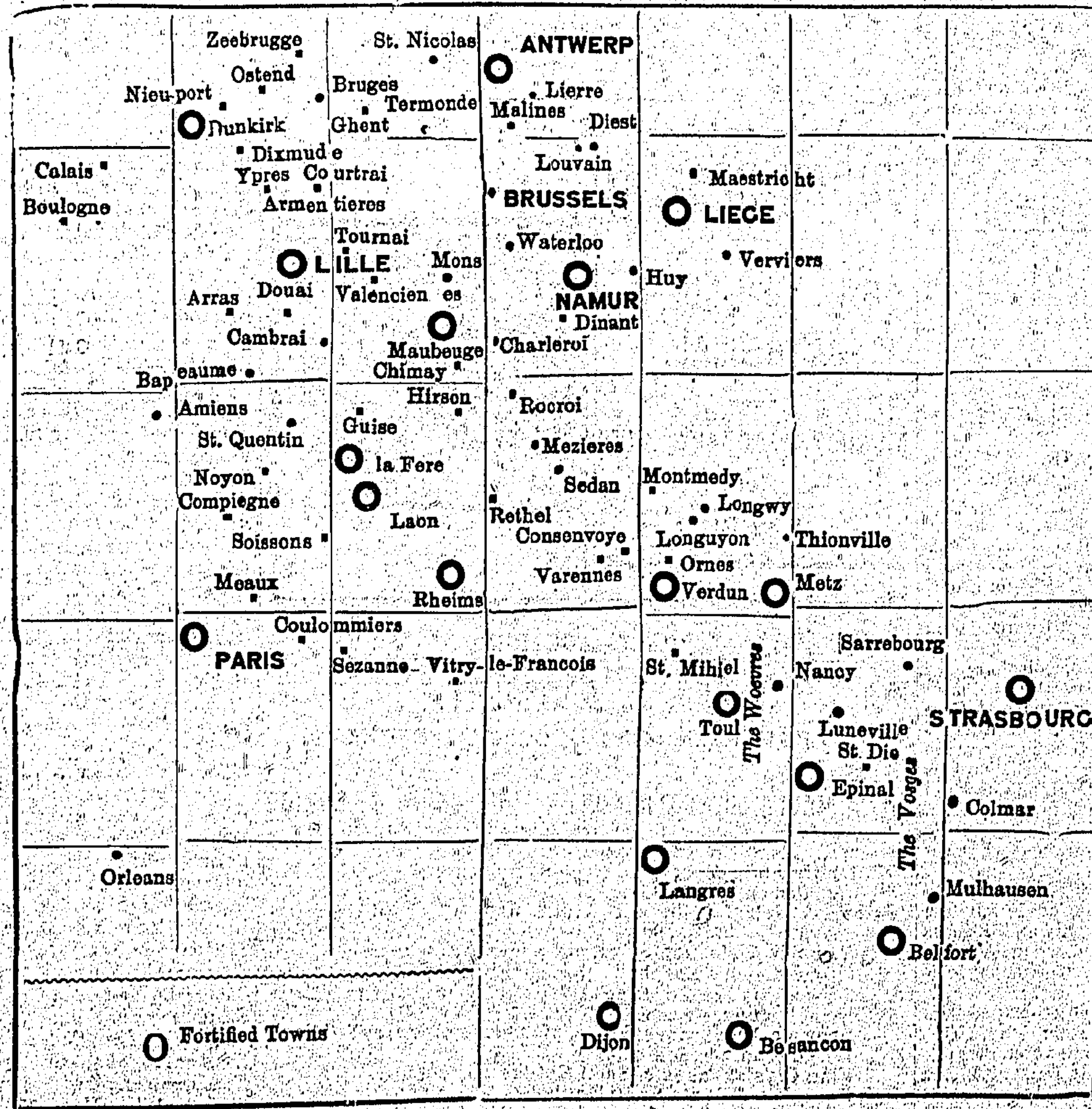
Nov. 15.—Death of Earl Robertson in France announced. Fighting still continues in Belgium; Germans being thrown back to right bank of the Yser Canal.

(Continued on page 13)

THE WAR.

Plan of the Great Battlefield, Showing Fortified Towns, etc.

(CROSS LINES WITHIN THE PLAN ARE THOSE OF LONGITUDE AND LATITUDE.)



The above is a plan showing the area most affected in the present hostilities between the British, French and Belgian troops and the German forces. Latest advices are to the effect that the Allies have begun a general offensive and have made exceedingly good progress all along the line.

NOTICES

NOTICE

WE, THE KWONG ON S.S. Co., Ltd., of No. 240, Des Vaux Road, Central, hereby give notice that in consequence of HAVING RE-BUILT THE S.S. TAI ON we have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act, 1894, in respect of the ship TAI ON of Hongkong official number 95 58 of gross tonnage 705.73 tons, registered tonnage 438.21 tons, heretofore owned by the KWONG ON S.S. Co., Ltd., of 240 Des Vaux Road Central for permission to change her name to NAM HOI and to have her registered in the name of the port of HONGKONG as owned by THE KWONG ON S.S. Co., Ltd.

Any objections to the proposed change of name must be sent to the Registrar of Shipping at HONGKONG within seven days from the appearance of this advertisement.

Dated at Hongkong this 30th day of December, 1914.

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THERAPION

FOR THE CURE OF ALL SKIN DISEASES.

It is the only remedy of its kind. It is sold in all chemists and druggists.

NOTICE

To all whom it may concern, The undersigned will as from the 1st day of January, 1915, carry on business as Import, Export merchant and commission agent under his own name, having severed all connections with the firm of P. Soffietti & Co. (Sgd) A. GALOTTI, Hongkong, 31st December, 1914.

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Adams C A James B
Alamwah F W Jones M T
Alcock Capt G H Joseph R M
Anderson Mr & Mrs Joseph E M
Athol L Joseph S M
Backhouse J H Lara Mr & Mrs F B
Bauckham E A do
Bacon Mr & Mrs S W Harmon Edw
Bathfield J D Lloyd G T
Bata E R Luja Mr & Mrs
Bellion, Mrs E R Mann Mrs R R
Bena, G A Marling H J
Blahop Mr & Mrs A Morse Capt G A G
R Marriott Dr O
Black W M Middleton G S
Brooke C H Miller Mrs
Brown Mr & Mrs C Mody J H N
E Monkman P L
Carthow Dr Newton D
Clayton, W E
Coleman Dr A L F Farniston J
Course Arthur Pennefather Mr & Mrs
Couston J W Purdie Mr & Mrs A
Dowley W A D
Duffy Miss M E Paves A B
Ehrenfeld Mr & Mrs Ray, E H
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Gould J Smith W H
Gould Mrs J Smyth Mrs F
Gorman A B Smyth F
Griffiths H Smyth B
Hall Capt T P Sorrensen A S
Hamball Mr & Mrs Square Miss A
W A Stafford S
Harper G Stockmest S
Hay C H Swaffield H E
Howett Hon. Mr E Swift Mr & Mrs G H
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Cowan Mr & Mrs Roope Eng Comdr
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Hes Lt Col H Walcott Mrs
Jackson Mrs Walton Col & Mrs
Jones Lee Walton Col & Mrs
Kiddle, Mrs Whitfield Capt and
Lester A B Mrs Young
Lockyer J

NOTICES

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THE BOOMERANG, by E. Katharine Bates 1.75
DAILY TELEGRAPH WAR MAP 1.00
BARTHOLOMEW'S WAR MAP 1.00
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Duckworth F F H
Foy Mrs A L
Fujimura T Phillips Miss
Fyfe A A Ramsay Mrs R A
Hase Mr & Mrs Rosser Mr & Mrs
Hawkes W D Sasamatsu K
Hunt L B Scott Mr & Mrs
Hunter J Sibree Dr
Jackson Mr & Mrs Soper C H
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Jones D H Stewart Capt A H
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Grant J Wright S H

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Bolles Mr & Mrs J Logan W
W Martin Mr & Mrs
Breen M J Mitchell E J R
Carlson A E Nixon F O
Cooper W A J Parker Rees L O
Donnelly D E Rawlinson R J
Fielder B E Robertson Mr & Mrs
Filkins Miss D Mas J
Forbes Mr & Mrs A Schuch Miss G
Gordon M J Shild A G
Grimsby Mr & Mrs Slings Mr & Mrs E T
Hardman A Sutton Mr & Mrs F
Harrison T L Sutton Miss
Heggenhoff Thomas H P
Hunley P O Mason Watkins O H
Kent Mr & Mrs

Carlton Hotel.

Carpentale Gao W Nicoll J F
Dunbar F A Nicolls W B
Fooks Mr & Mrs W Paul S
Garratt E F Pennell W V
Gray Mr & Mrs B W Ferrie C L
Harris J H Rowlands Mr & Mrs
Hollway H D W B
Holmvald Dr J Sainby E
Joseph Miss A Somers Capt H
Jones J B Tall Mrs
Johnson J W Vincent O F
Lopez S Walling Mr & Mrs
Mackay A W Wilby A R
Mashby G Wilson D O
Milne T

BANKS

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE:
68, Wall Street, New York.
LONDON OFFICE:
36, Bishopsgate, E.C.

BRANCHES:—

BOMBAY LONDON.
CALCUTTA MANILA.
CANTON PANAMA.
CEBU PEKING.
COLON SAN FRANCISCO.
HANKOW SHANGHAI.
HONGKONG SINGAPORE.
KOBE YOKOHAMA.

CAPITAL PAID-UP \$3,250,000
RESERVE FUNDS 4,060,000

(U.S. Gold) \$7,310,000
All kinds of FOREIGN & LOCAL BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received at rates to be ascertained on application.

N. S. MARSHALL, Manager.
Hongkong, 22nd Oct. 1914

THE YOKOHAMA SPECIE BANK LIMITED.

Established 1890.

Authorized Capital Yen 48,000,000
Paid-up Capital " 30,000,000
Reserve Fund " 19,250,000

Head Office.—YOKOHAMA.

Branches: Amoy, Canton, Hankow, Hongkong, Kobe, Lyons, Shanghai, Singapore, Tientsin, Yokohama.
Agencies at: Nagasaki, Newchwang, Peking, Port Arthur, San Francisco, Shanghai, Tientsin, Yokohama.

Interest Allowed on Current Account.
Deposits received for fixed periods at rates to be ascertained on application.

SHIJI ONO, Manager.
Hongkong, 17th October, 1914.

NOTICE

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.
(Capital Paid up £1,250,000.)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.

(Rates and Particulars on application).

The Office of TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed. SHEWAN, TOMES & Co. General Managers.
Hongkong, 19th March, 1908

PEAK TRAMWAY CO LIMITED.

TIMR TABLE.

WEEK DAYS.
1.00 A.M. to 8.00 A.M. Every 15 Min.
8.00 A.M. to 12.00 P.M. " 15 Min.
12.00 P.M. to 1.00 P.M. " 15 Min.
1.00 P.M. to 2.00 P.M. " 15 Min.
2.00 P.M. to 3.00 P.M. " 15 Min.
3.00 P.M. to 4.00 P.M. " 15 Min.
4.00 P.M. to 5.00 P.M. " 15 Min.
5.00 P.M. to 6.00 P.M. " 15 Min.
6.00 P.M. to 7.00 P.M. " 15 Min.
7.00 P.M. to 8.00 P.M. " 15 Min.
NIGHT CARS.
8.30 P.M. and 9 P.M. to 11.30 P.M. to 12.00 A.M. every half hour.
11.30 P.M. to 12.00 A.M. every quarter of an hour.

SUNDAYS.
1.00 A.M. to 12.00 A.M. Every 15 Min.
12.00 A.M. to 1.00 P.M. " 15 Min.
1.00 P.M. to 2.00 P.M. " 15 Min.
2.00 P.M. to 3.00 P.M. " 15 Min.
3.00 P.M. to 4.00 P.M. " 15 Min.
4.00 P.M. to 5.00 P.M. " 15 Min.
5.00 P.M. to 6.00 P.M. " 15 Min.
6.00 P.M. to 7.00 P.M. " 15 Min.
7.00 P.M. to 8.00 P.M. " 15 Min.
NIGHT CARS as on Week Days.

SATURDAYS.
Extra Car at 11.30 P.M. to 12.00 A.M.
By Arrangement at the Company's Office, Des Vaux Road.

MARTIN'S APOL STEEL PILLS
A French Remedy for all ailments of the stomach and bowels. It is a powerful blood purifier and is the only remedy of its kind. It is sold in bottles of 1/2, 1, and 2/2. Price 1/2, 1, and 2/2. It is sold in all chemists and druggists.

BANKS

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital £15,000,000
RESERVE FUNDS:
Sterling £1,500,000 at 2/-
Silver £18,000,000

Reserve Liability of Proprietors £15,000,000

COURT OF DIRECTORS.

Hon. Mr. D. Landale, Chairman.

W. L. Pattenden, Esq., Deputy Chairman.

S. H. Dodwell, Esq., G. T. M. Edkins, Esq., C. S. Gubbay, Esq., F. H. Holyoak, Esq., J. A. Plummer, Esq., Hon. Mr. E. Shollin.

CHIEF MANAGER: Hongkong—N. J. Stabb

Shanghai—A. G. Stephen.

London Bankers—London County and Westminster Limited.

Hongkong—Interest Allowed; On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS.

For 3 months, 2 1/2 per cent. per annum.

For 6 months, 3 1/2 per cent. per annum.

For 12 months, 4 per cent. per annum.

N. J. STABB, Chief Manager.

HONGKONG SAVINGS BANK

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on the minimum monthly balances at 3 1/2 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the Hongkong and Shanghai Banking Corporation,

N. J. STABB, Chief Manager.

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorized Capital £1,500,000

Subscribed " 1,125,000

Paid Up " 562,500

Reserve Fund " 465,000

BANKERS: Bank of England, London Joint Stock Bank, Limited.

Every description of Exchange business transacted.

Interest allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON, Manager.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter 1853.

HEAD OFFICE.—LONDON.

Paid-up Capital £1,200,000

Reserve Fund £1,800,000

Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

Wm. DICKSON, Manager.

Hongkong, 11th April, 1912.

OPPIUM QUOTATIONS.

Malwa, New Dec. 19

Malwa, Old 9.125

Patna, New 9.325 per che.

Patna, Old 9.200

Benares, New 9.050

Benares, Old 8.825

THE ALEXANDRA CAFE

CANNOT be "Beaten," if Equalled

For Bread, Cakes, Confectionery and meals with Wines & Liquors.

EXCHANGE.

Selling
T/T 1/8
Demand 1/8 1/16
30 d/s 1/8 1/16
60 d/s 1/8 1/16
4 m/s 1/8 1/16
T/T Shanghai 78
Private 30 d/s sight
T/T Singapore 75 1/8
T/T Japan 86 1/2
T/T India 132 1/2
Demand India 132 1/2
T/T Bombay 132 1/2
Demand Bombay 132 1/2
T/T Calcutta 132 1/2
Demand Calcutta 132 1/2
Demand Manila 86 1/2
T/T San Fco & N.Y. 42 3/4
Demand, New York 42 7/8
T/T Java 105 1/8

SUBSIDIARY COINS.
Chinese, 20 cts. pieces \$23 1/8
Chinese, 10 " " \$23 1/8

TO-DAY'S SHARE REPORT
S-SELLER: S1-SILVER S-BUYER: N-NO DIVIDEND

Stocks & Paid of Value, Closing Price, Last Dividend and Rate.

Hongkong & Shanghai \$125 \$775 ga. £2 3/- at ex 1/056 equal to \$22.30 for 12 year ending 30/6/14

MARINE INSURANCE, Canton \$50 \$345 a. Final of \$3 a/o 1912. Interim of \$18 a/o 1913. Final of 10 p.c. making 30 p.c. for 1912. Final of \$20 making \$50 for 1912 and Interim of \$30 for 1913. Final of \$12 making \$15 for 1912 & Int. of \$3 for 1913.

Yantries \$50 \$205 b. \$10 for 1912. \$27 for 1912.

China Fires \$20 \$149 b. \$10 for 1912. \$3 for year ending 30/6/14. Interim of 50 cts. for 12 year ending 30/6/14. Final of 8% making 6% on preferred shares & 5% on deferred for year 1913. Final of 5/- making 7/- for 1913 Coupon No. 22.

Hongkong Fires \$50 \$385 s. \$10 for 1912. \$27 for 1912.

China & Manila \$25 \$574 b. \$10 for 1912. \$3 for year ending 30/6/14. Interim of 50 cts. for 12 year ending 30/6/14. Final of 8% making 6% on preferred shares & 5% on deferred for year 1913. Final of 5/- making 7/- for 1913 Coupon No. 22.

Douglas Steamship \$50 \$30 s. \$10 for 1912. \$3 for year ending 30/6/14. Interim of 50 cts. for 12 year ending 30/6/14. Final of 8% making 6% on preferred shares & 5% on deferred for year 1913. Final of 5/- making 7/- for 1913 Coupon No. 22.

Steamboats \$15 \$22 s. \$10 for 1912. \$3 for year ending 30/6/14. Interim of 50 cts. for 12 year ending 30/6/14. Final of 8% making 6% on preferred shares & 5% on deferred for year 1913. Final of 5/- making 7/- for 1913 Coupon No. 22.

Indo-China (Preferred) \$25 \$63 b. \$10 for 1912. \$3 for year ending 30/6/14. Interim of 50 cts. for 12 year ending 30/6/14. Final of 8% making 6% on preferred shares & 5% on deferred for year 1913. Final of 5/- making 7/- for 1913 Coupon No. 22.

(Deferred) \$25 \$63 b. \$10 for 1912. \$3 for year ending 30/6/14. Interim of 50 cts. for 12 year ending 30/6/14. Final of 8% making 6% on preferred shares & 5% on deferred for year 1913. Final of 5/- making 7/- for 1913 Coupon No. 22.

"Shell" Transports \$1 \$75/- £1.70 per share and bonus of 30 cents per share for year ending 30/6/13.

"Star Ferry" \$10 \$47 n. \$3 for 1912. \$3 for 1897.

REVINERIES, China Sugars \$100 \$80 b. Final of 5% for year ending 30/6/14. mak. 10% in all. Coupon No. 4. 1/- making 7/6 a/o 1913. 1/2 for 1909. \$3.50 for year 1913. \$3 for 1913.

Luzon Sugars \$100 \$17 s. Tls. 5 for 1913. Interim of Tls 3 for 1913.

CHINESE ENGINEERS, Chinese Engineers \$1 \$36 b. Tls. 6 2/2 10 First year \$3.50 for 1 year ending 30/6/14. \$3.50 for 1913. 50 cents for 1913. \$2.30 for 1913. Interim of 5 p.c. for year ending 30/6/13 \$2.00 for 14 year ending 30/6/14. 15 per cent. for 1910. Tls. 12 for year ending 31/10/14. Tls. 6, bonus of Tls. 4 & extra bonus of Tls. 1 for year ending 30/6/14. T. 12 for year ending 31/12/12. Tls. 14 for year ending 30/11/13. 50 cents for 1913. \$1.20 for 1913.

Tronohs \$1 \$25/8 b. 70 cents for 1913. \$1.50 for year ending 31/7/14. 40 cents for 1911. \$1.80 per share for 1913. Interim of \$2 1/2 a/o 1914. \$2 for 1913.

Raub \$1 \$24 b. \$1.50 for year ending 31/7/14. 40 cents for 1911. \$1.80 per share for 1913. Interim of \$2 1/2 a/o 1914. \$2 for 1913.

DOCKS, WHARVES, & GODOWNS, Kowloon Wharfs \$50 \$74 s. \$1.50 for year ending 31/7/14. 40 cents for 1911. \$1.80 per share for 1913. Interim of \$2 1/2 a/o 1914. \$2 for 1913.

H.K. & W'pos Docks \$50 \$59 s. \$1.50 for year ending 31/7/14. 40 cents for 1911. \$1.80 per share for 1913. Interim of \$2 1/2 a/o 1914. \$2 for 1913.

Shanghai Docks T. 100 T. 50 \$1.50 for year ending 31/7/14. 40 cents for 1911. \$1.80 per share for 1913. Interim of \$2 1/2 a/o 1914. \$2 for 1913.

Hongkong Wharfs T. 100 T. 82 1/2 b. \$1.50 for year ending 31/7/14. 40 cents for 1911. \$1.80 per share for 1913. Interim of \$2 1/2 a/o 1914. \$2 for 1913.

LANDS, HOTELS & BUILDINGS, Anglo French Lands T. 100 T. 94 \$1.50 for year ending 31/7/14. 40 cents for 1911. \$1.80 per share for 1913. Interim of \$2 1/2 a/o 1914. \$2 for 1913.

H'kong Central Estates \$100 \$120 n. \$1.50 for year ending 31/7/14. 40 cents for 1911. \$1.80 per share for 1913. Interim of \$2 1/2 a/o 1914. \$2 for 1913.

Hongkong Hotels \$50 \$120 b. \$1.50 for year ending 31/7/14. 40 cents for 1911. \$1.80 per share for 1913. Interim of \$2 1/2 a/o 1914. \$2 for 1913.

Hongkong Lands \$100 \$114 s. \$1.50 for year ending 31/7/14. 40 cents for 1911. \$1.80 per share for 1913. Interim of \$2 1/2 a/o 1914. \$2 for 1913.

Humphreys Estates \$10 \$74 s. \$1.50 for year ending 31/7/14. 40 cents for 1911. \$1.80 per share for 1913. Interim of \$2 1/2 a/o 1914. \$2 for 1913.

Kowloon Lands \$30 \$44 n. \$1.50 for year ending 31/7/14. 40 cents for 1911. \$1.80 per share for 1913. Interim of \$2 1/2 a/o 1914. \$2 for 1913.

Shanghai Lands T. 30 T. 98 b. \$1.50 for year ending 31/7/14. 40 cents for 1911. \$1.80 per share for 1913. Interim of \$2 1/2 a/o 1914. \$2 for 1913.

West Point \$50 \$71 n. \$1.50 for year ending 31/7/14. 40 cents for 1911. \$1.80 per share for 1913. Interim of \$2 1/2 a/o 1914. \$2 for 1913.

Manila M'pole Hotel P. 10 P. 8 \$1.50 for year ending 31/7/14. 40 cents for 1911. \$1.80 per share for 1913. Interim of \$2 1/2 a/o 1914. \$2 for

DIARY OF WAR.

(Continued from back of page 8.)

November 16.—Votes for \$225,000,000 and for a million more men passed by the House of Commons. Announced that H.M.S. Canopus is safe. German regiment annihilated south of Birschoote. Reported that Russian fleet leaves Helsingfors to give battle to the Germans.

November 17.—Prince of Wales leaves for the front. Mr. Lloyd George outlines financial proposals in House of Commons, including War Loan of \$350,000,000.

November 18.—War Loan quoted from par to one-half per cent. premium. Japanese Ambassador leaves Constantinople. British Third Division shelled out of trenches, but brilliantly counter-attacked and drove Germans back in disorder. German fleet bombards Libau.

November 19.—Russians progressing in East Prussia and Galicia, but advance guards in Poland retreating. Division of Russian Black Sea Fleet engages the Goeben and Breslau, which disappear in mist after former is badly hit.

November 20.—German attacks in France and Belgium less severe; snow falling in Flanders. Desperate fighting between Russians and Germans between the Vistula and the Western Front. Russian attacking strong positions in East Prussia.

November 21.—British Admiralty announces elaborate system of mine defence on east coast. Australia taking steps to send unlimited number of men to the front. Russians inflict heavy losses on Austro-German forces between Czenstochowa and Cracow. Russians bombard Black Sea port of Khopa, doing great damage.

November 22.—Canada enlisting an additional 50,000 men, bringing her forces under arms to 108,000. Lull still continues in France and Belgium, save for vigorous bombardment of Ypres by the Germans.

Nov. 23.—German submarine U18 founders off the Scottish coast after being rammed by British patrol boat. British aviators carry out successful flight to Zeppelin sheds at Friedrichshafen, doing serious damage.

Nov. 24.—Announced that German suffer heavy losses round Ypres, 1,200 dead being found before a trench 500 yards long. Portuguese Congress authorises Portugal to intervene in war at any suitable moment, in accordance with terms of British Alliance.

Nov. 25.—Announced that two British battleships on Monday bombarded all points of military significance at Zeebrugge. Russians register successes against Germans, Austrians and Turks.

Nov. 26.—Announced that everything points to overthrow of German armies in Poland. British battleship Bulwark blown up at Sheerness.

Nov. 27.—Mr. Lloyd George announces that the War Loan has been largely over-subscribed. Mr. Winston Churchill reviews the naval situation, in the House of Commons. Announced that German submarine sinks steamers Malachite and Primo near Havre.

Nov. 28.—Russians rout Austrians, taking 7,000 prisoners and many guns. Announced that German cruisers in Pacific have

not left Chilean waters since the engagement off Valparaiso. Morning Post's Petrograd correspondent says bulk of German army in Poland is irrevocably lost in the best event.

Nov. 30.—Announced that His Majesty the King has left for France on a visit to British Headquarters.

Dec. 1.—Russians capture Austrian positions defending the passes to the Carpathians. Announced that Russians during the first half of November took 50,000 Austrian prisoners.

Dec. 2.—Prince of Wales' Fund totals \$4,000,000. King George and President Poincare visit British forces. Germany apologises to Portugal for invasion of Angola.

Dec. 3.—Reported that an airman drops bombs on Krupp factory at Essen. Australian and New Zealand contingents disembark in Egypt. General De Weyd captured. Belgrade occupied by Austrians.

Dec. 4.—Announced that, after six weeks, the Austro-Hungarian war loan of \$160,000,000 is only half-subscribed.

Dec. 5.—King George returns to London.

Dec. 7.—German occupation of Lodz announced. Servians everywhere repulse Austrians and take 2,400 prisoners.

Dec. 8.—Allies make progress in Flanders, and a German advance is now regarded as impossible. Losses of Germans in the battles before Lodz stated to be 100,000. Paris Bourse reopens. Illness of the Kaiser announced.

December 9.—General Beyers meets tragic end in engagement on the Vaal River. Announced that German cruisers Schernhorst, Gneisenau and Leipzig were sunk by British Squadron of Falkland Islands. Allies make marked progress in Flanders; Dutch papers assert that Allies contemplate advance on Ostend and Antwerp.

December 10.—Announced that German cruiser Nürnberg was also sunk off the Falklands. Dutch papers report that Germans are becoming anxious over situation in western Flanders. Announced that South African rebellion has practically ended and has become affair for police rather than military.

December 11.—Allies still continue to advance; La Bassee and Yvermes captured. German cruiser Friedrich Karl strikes mine in the Baltic and sinks.

Dec. 12.—Germans completely evacuate west bank of Yser canal. Reported that Sion's Cathedral is destroyed by German artillery fire. La Bassee captured by the French. British Consul at Hodeidah arrested by Turkish gendarmes in Italian Consulate.

Dec. 14.—Submarine B11 enters Dardanelles and blows up Turkish battleship Mesoudiyeh. Servians re-enter Belgrade.

Dec. 15.—Court of Enquiry finds that explosion on H.M.S. Bulwark was due to accidental ignition of ammunition on board.

SILIMPOPON COAL. BUNKERS

can be supplied at cheap rate at SANDAKAN & SEBATTIK (British North Borneo). At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

A. BUNE.

POST OFFICE.

Ships' Letter Boxes.

1. It is hereby notified that during the continuance of the War all outgoing correspondence must be posted at the General Post Office or at any of its Branch Offices.

2. Ships' Officers are strictly forbidden to receive on board their vessels any correspondence from the Public.

3. Shipmasters are not allowed to place or expose on board their vessels letter boxes for the purpose of collecting correspondence; all such boxes found exposed on board their vessels will be removed and returned to the General Post Office.

4. Shipping Companies must not receive from the Public for inclusion in their ships' Papers any but bona fide consignees' letters which should be left open for inspection when required.

5. Shipping Companies should state in their notifications to the Post Office the exact hour of departure of their vessels in order that the public may have every facility for posting at the General Post Office.

6. Shipping Companies and Ships' Officers must send to the Post Office ALL correspondence except bona fide consignees' letters posted in the Ships' Letter Boxes or received by Ships' Officers at the ports from which they sailed, or anywhere en route to Hongkong.

7. The above regulations will not affect the licensed private letter boxes carried between Hongkong & Canton by the cable belonging to or managed by the Hongkong & Canton Steamship Company.

War risks are not covered by postal registration or insurance.

THE PARCEL POST SERVICE TO FRANCE IS SUSPENDED UNTIL FURTHER NOTICE.

THE PARCEL POST AND INSURED LETTER SYSTEM TO BRAZIL IS SUSPENDED.

NOTICE IS GIVEN THAT ALTHOUGH EVERY POSSIBLE PRECAUTION IS TAKEN TO SECURE THE SAFETY OF ALL POSTAL PACKAGES WHILE IN THE CUSTODY OF THE POST OFFICE THE POSTMASTER GENERAL CANNOT GIVE COMPENSATION FOR ANY LOSS OR DAMAGE WHICH MAY BE DUE TO THE ACT OF THE KING'S ENEMIES. UNTIL FURTHER NOTICE NO LETTERS, BOXES, OR PARCELS FOR BELGIUM, BRAZIL, CRETTE OR MONTENEGRO AND NO LETTERS, BOXES OR PARCELS FOR MALTA CAN BE ACCEPTED FOR INSURANCE.

The services to Germany, Austria, and their Colonies, and to the Ottoman Empire are suspended.

The American mail, ex Manchuria, has been transferred to the Cordillera, which is due to arrive here on the 11th inst.

MAILS DUE.

American, Cordillera, 11th Jan.

MAILS CLOSE TO-MORROW.

Saigon—Per LAERTES, 7th Jan. 10 a.m.

Hokow, Halphong & Pakhoi—Per HONGKONG, 7th Jan. 11 a.m.

Swatow—Per HAIMUN, 7th Jan. noon.

Shanghai and North China (Europe via Siberia)—Per YINGHOW, 7th Jan. 3 p.m.

(Tientsin-Peking Service Shanghai Br. P. O. Monday, 11th Jan.)

Shanghai & North China—Per HANG-SANG, 7th Jan. 4 p.m.

Japan via Kobe—Per PAUSANG, 7th Jan. 4 p.m.

FRIDAY, 8th Jan.

Sandakan—Per MAUSANG, 8th Jan. 11 a.m.

Chinwangtao—Per ALBANA, 8th Jan. 11 a.m.

Shanghai & North China—Per SHAOHSING, 8th Jan. 3 p.m.

SATURDAY, 9th Jan.

Japan via Mofu, Honolulu, Hilo, Manzanillo, Salina Cruz, Callao, Arica & Iquique—Per KIYO MARU, 9th Jan. 11 a.m.

Swatow, Amoy & Foochow—Per HAIMOHING, 9th Jan. 3 p.m.

Shanghai & North China (Europe via Siberia)—Per LIANGHOW, 9th Jan. 3 p.m.

(Tientsin-Peking Service Shanghai Br. P. O. Thursday 14th Jan.)

Shanghai & N. China—Per ESANG, 9th Jan. 4 p.m.

SUNDAY, 10th Jan.

Swatow—Per HAIMUN, 10th Jan. 9 a.m.

Swatow, Amoy & Tamsui—Per DALIN MARU, 10th Jan. 9 a.m.

SHIPPING NEWS.

ARRIVED.

Michio Maru, Jap. s.s. 2,427, J. Sone, 5th inst.—Saigon, 29th ult. Rice.—M. B. K.

Hikosan Maru, Jap. s.s. 2,275, S. Suzuki, 5th inst.—Milke, 30th ult. Gen.—M. B. K.

Komazata Maru, Jap. s.s. 1,919, T. Yamamoto, 5th inst.—Hongay, 2nd inst. Coal.—D. & Co.

Chansang, Br. s.s. 1,417, C. J. Mattook, 5th inst.—Sandakan, 30th ult. Gen.—J. M. & Co.

Ajar, Br. s.s. 4,478, R. Cumming, 5th inst.—Shanghai, 1st inst. Gen.—B. & S.

Taiyo Maru, Jap. s.s. 1,952, Fumoto, 6th inst.—Mofu, 30th ult. Coal.—M. B. K.

Dainichi Maru, Jap. s.s. 1,952, N. Suzuki, 5th inst.—Mofu, 29th ult. Coal.—M. B. K.

Wingang, Br. s.s. 1,517, T. H. Lishman, 9th inst.—Manila, 2nd inst. Gen.—J. M. & Co.

DEPARTED.

January 5.

Hoa Wan I for Raigoun via Amoy

Fritthof for Bangkok

Ohyo Maru for San Francisco

Haitan for Foochow via Swatow

Chuan Maru for Haiphong

Kumkata Maru for Kobe

Heracles for Chinwantao

Yangtze for London via Singapore

Anping for Canton

Shaoching for Canton

S. V. Drumeltan for New York

Myo Maru for Canton

Sochu Maru for Amoy via Swatow

Canada Maru for Victoria

Aahuf for Shanghai

Tijpanas for Yokohama via Swatow

CLEARANCES AT THE HARBOUR OFFICE.

January 5.

Daiten Maru for Wei-hai-wei & Dairen

Shikoku Maru for Keelung

January 6.

Namsang for Calcutta via Singapore

Felching for Canton

S. Rickmers for Swatow

Cheongshing for Tientsin via Wei-hai-wei

Tomsashima Maru for Dairen

Takung for Haiphong

Lienhsing for Shanghai via Swatow

Wingsang for Shanghai via Foochow

PASSENGERS ARRIVED.

Per Wingsang from Manila—Messrs

Charles Herman, Schultz, John Honey,

Miss Hazel May.

MONDAY, 11th Jan.

Halphong—Per SINGAN, 11th inst. 9 a.m.

Swatow, Amoy & Foochow—Per HAIYANG, 11th Jan. 1 p.m.

Philippine Is.—Per YUENSANG, 11th Jan. 2 p.m.

TUESDAY, 12th Jan.

Halphong & Pakhoi—Per SINGAN, 12th Jan. 9 a.m.

Shanghai and North China (Europe via Siberia)—Per TAMBA MARU, 12th inst. 11 a.m.

Saloon, Straits, Burma, Ceylon, Adelaide, Western Australia, India, Aden, Egypt & Europe. (Late letters 11 a.m. to noon. Extra postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this Contract mail.) Per CORDILLERA, 12th Jan. 11 a.m.

Philippine Is.—Per CHINHUA, 12th Jan. 3 p.m.

WEDNESDAY, 13th Jan.

Straits, Colombo, Suez Port Said, Marseilles, & United Kingdom—Per HIBANO M., 13th inst. 9 a.m.

Philippine Islands, Australia, Tasmania, New Zealand via Port Darwin & New Guinea, via Thursday Is.—Per ORANGSHA, 13th Jan. 11 a.m.

FRIDAY, 15th Jan.

Swatow, Amoy & Foochow—Per HAITAN, 15th Jan. 1 p.m.

SATURDAY, 16th Jan.

Straits, Burma, Ceylon, Adelaide, Western Australia, India, Aden, Egypt & Europe. (Late letters 10.30 a.m. to 11 a.m. Extra postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The parcel mail will be closed on Friday, the 15th inst. at 5 p.m.—Per ARCADIA, 16th inst. 11 a.m.

Oysters, Fresh, Fried or Stewed

Findon Haddock, Kippers &c.

ALEXANDRA CAFE

WEATHER REPORT.

On the 6th at 11.35—The anticyclone is now central over S. Manchuria.

A depression has formed to the south-east of the Molucca Sina Islands.

Pressure has decreased slightly over Annam and Luzon. It is oscillating at Hongkong.

Moderate to fresh monsoon may be expected along the east coast of China and over the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast.

1 Hongkong and Neighbourhood. E. to N.E. winds, moderate; drizzle.

2 Feroosa Channel. N.E. gale.

3 South coast of China between H.K. and Lamook. The same as No. 1.

4 South coast of China between H.K. and Hainan. The same as No. 1.

China Coast Meteorological Register.

6th Jan. a.m.

Station. Height. Barometer. Temperature. Humidity. Direction of Wind. Force.

Wootock 7a 30.50 57 80 100 0 b

Yamato 6a 30.08 57 80 100 1 1

Hakodate 6a 30.15 57 80 100 1 1

Tokio 6a 30.34 57 80 100 1 1

Koshi 6a 30.33 57 80 100 1 1

Nagasaki 6a 30.35 57 80 100 1 1

Kagima 6a 30.33 57 80 100 1 1

Oshima 6a 30.35 57 80 100 1 1

Naha 6a 30.15 57 80 100 1 1

Yokohama 6a 30.03 57 80 100 1 1

Bonin Is. 6a 30.22 57 80 100 1 1

Chafoo 6a 30.44 30 90 100 1 1

Whitwell 6a 30.44 30 90 100 1 1

Hankow 6a 30.44 30 90 100 1 1

Ichang 6a 30.44 30 90 100 1 1

Kiukiang 6a 30.44 30 90 100 1 1

Changsha 6a 30.44 30 90 100 1 1

Guttlaff 6a 30.44 30 90 100 1 1

Sharp P. 7a 30.21 57 80 100 1 1

Amoy 6a 30.14 59 80 100 1 1

Swatow 6a 30.17 60 80 100 1 1

Taihou 6a 30.15 57 80 100 1 1

Taiwan 6a 30.11 57 80 100 1 1

Koshun 6a 30.09 57 80 100 1 1

P'ores 6a 30.12 57 80 100 1 1

Canton 6a 30.22 51 86 100 2 0

H'kong 6a 30.19 51 83 100 2 0

Gap Rock 6a 30.17 57 80 100 2 0

Macao 6a 30.16 57 80 100 2 0

Wanchow 6a 30.17 55 80 100 2 0

Pakhoi 6a 30.17 55 80 100 2 0

Holow 6a 30.13 61 80 100 3 0

Phulien 6a 30.10 68 80 100 2 0

Tourane 6a 30.06 73 80 100 2 0

C. St. J. 6a 30.05 71 80 100 2 0

Aparri 6a 30.00 67 80 100 2 0

Manila 6a 30.01 78 80 100 1 0

Legaspi 6a 30.01 78 80 100 1 0

Hilo 6a 30.09 82 80 100 1 0

Bacolod 6a 30.09 84 80 100 1 0

Cebu 6a 30.09 84 80 100 1 0

Labuan 6a 30.09 84 80 100 1 0

T. F. Claxton, Director.

Hongkong Observatory, Jan. 6.

1 Barometer, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.

2 Temperature, in the shade, in degrees Fahrenheit.

3 Humidity, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 Direction of Wind, to two points.

5 Force of Wind, according to Beaufort Scale.

State of Weather, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squally, r rain, s snow, t thunder, v visibility, w dew wet.

0 Rain in inches, tenths and hundredths.

METEOROLOGICAL.

Previous Day On date On date

Barometer 30.15 30.10 30.11

Temperature 65 61 66

Humidity 73 83 62